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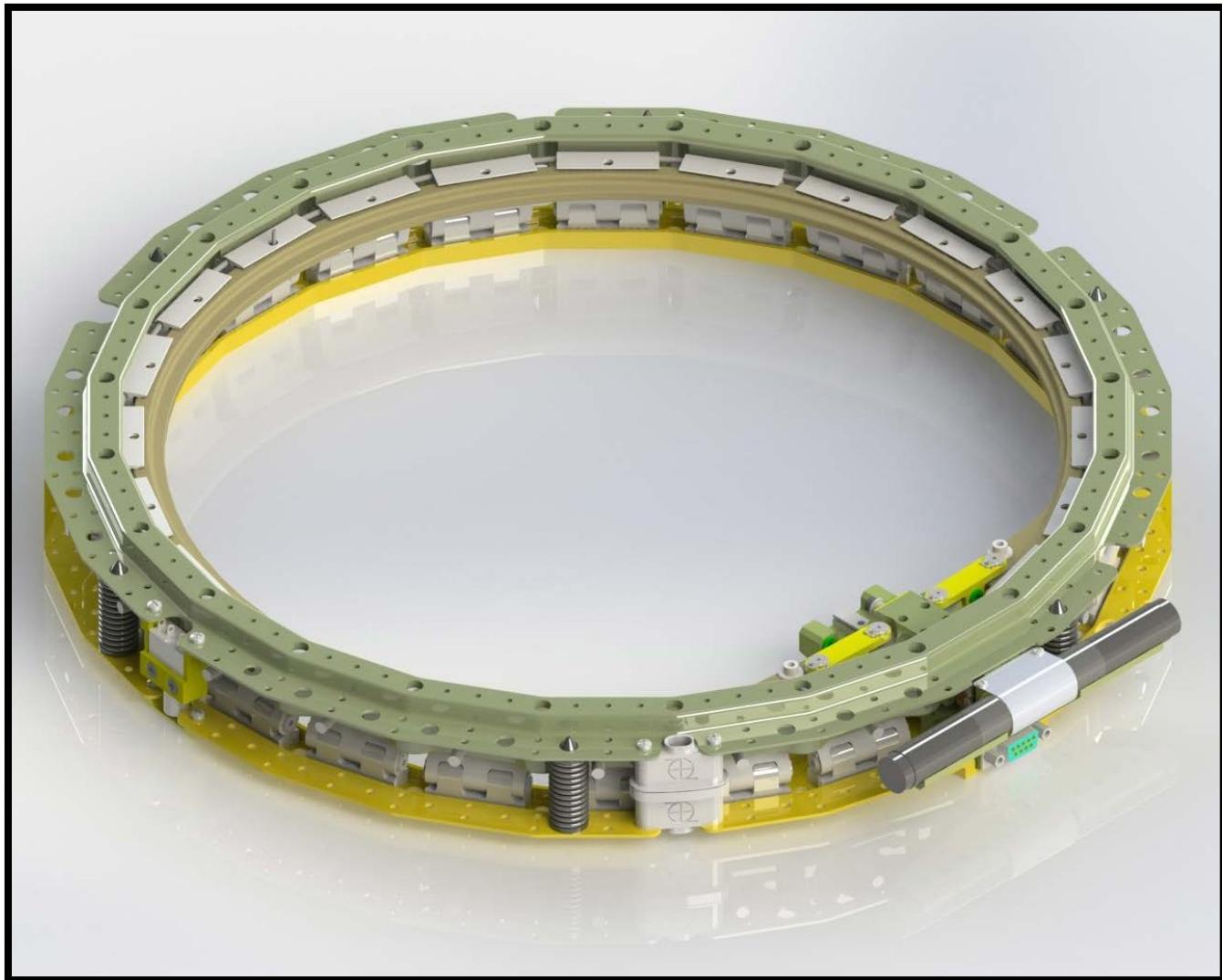
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## 2000785E User's Manual for Mark II Lightband

**NOTE: To avoid costly test failures and program delays, all users should completely understand this document before procurement and use of the Lightband for any purpose.**

**Customers are prohibited from operating the Lightband without reading this manual and completing the Lightband Training Course offered by PSC.**



## Table of Contents

<b>1. REVISION HISTORY .....</b>	<b>4</b>
<b>2. INTRODUCTION .....</b>	<b>6</b>
<b>3. WHY CHOOSE LIGHTBAND? .....</b>	<b>11</b>
<b>4. LIGHTBAND FLIGHT HISTORY .....</b>	<b>12</b>
<b>5. MECHANICAL PROPERTIES .....</b>	<b>13</b>
5.1 LIGHTBAND DESCRIPTION .....	13
5.2 HOW THE LIGHTBAND WORKS .....	15
5.3 HOW THE MOTOR BRACKET ASSEMBLY WORKS .....	17
5.4 DIMENSIONS .....	19
5.5 GENERAL CAPABILITIES AND DIMENSIONS .....	21
5.6 TOLERANCE ON DIMENSIONS .....	22
5.7 STIFFNESS .....	22
5.8 JOINT COMPLIANCE .....	22
5.9 DISCUSSION OF FEATURES ON ADJOINING STRUCTURES .....	23
5.10 FASTENERS TO ADJOINING STRUCTURES .....	26
5.11 LINE LOAD LIMITS .....	27
5.12 FLATNESS AND PARALLELISM .....	30
5.13 DAMPING RATIO .....	31
5.14 SOFTRIDE AND LIGHTBAND .....	32
5.15 FATIGUE LIMITS .....	33
5.16 DEPLOY AND STOW CYCLE LIFE .....	33
5.17 ALIGNMENT .....	33
5.18 MATERIALS AND SURFACE TREATMENTS .....	34
5.19 PART MARKING .....	35
5.20 SUBSYSTEM WEIGHTS .....	35
5.21 COMPONENT SPRING PARAMETERS .....	36
5.22 ROTATION RATES, SEPARATION VELOCITY, AND SEPARATION SPRINGS .....	37
<b>6. ELECTRICAL PROPERTIES .....</b>	<b>41</b>
6.1 SCHEMATICS .....	41
6.2 THE MOTOR BRACKET ASSEMBLY .....	42
6.3 WIRING HARNESS DESIGN .....	43
6.4 SEPARATION ELECTRICAL CONNECTORS .....	44
6.5 SEPARATION SWITCHES .....	45
6.6 VOLTAGE, CURRENT AND DURATION OF LIGHTBAND OPERATIONS .....	46
6.7 SEPARATION PARAMETER VARIATION .....	49
6.8 BACK EMF OF THE MOTORS .....	51
6.9 SHORTED MOTORS .....	52
6.10 LIGHTBAND ELECTRICAL RESISTANCE .....	52
6.11 SURFACE CHARGING .....	52
6.12 RADIATION SENSITIVITY .....	52
6.13 STATIC SENSITIVITY .....	52
<b>7. THERMAL PROPERTIES .....</b>	<b>53</b>
7.1 OPERATING THE LIGHTBAND MOTORS IN A VACUUM .....	53
7.2 SURVIVAL AND OPERATING LIMITS .....	53
7.3 ABSORPTIVITY AND EMISSIVITY .....	54
7.4 THERMAL RESISTANCE .....	54
7.5 NOMINAL THERMAL RESPONSE .....	54
7.6 THERMAL GRADIENTS AND TRANSIENTS .....	54
<b>8. LIGHTBAND SHOCK .....</b>	<b>55</b>
8.1 MAXIMUM SHOCK FROM THE LIGHTBAND .....	55
8.2 MAXIMUM SHOCK APPLIED TO THE LIGHTBAND .....	58
<b>9. SELECTING A LIGHTBAND .....</b>	<b>59</b>
<b>10. OPERATING THE LIGHTBAND .....</b>	<b>62</b>
10.1 ACCESS TO FASTENERS .....	62
10.2 VERTICAL AND HORIZONTAL INTEGRATION TO ADJOINING VEHICLES .....	62
<b>11. RELIABILITY .....</b>	<b>64</b>
<b>12. FAILURE MODES AND EFFECTS ANALYSIS (FMEA) .....</b>	<b>65</b>
<b>13. CLEANLINESS &amp; HANDLING .....</b>	<b>66</b>
<b>14. MANUFACTURING PROCESS .....</b>	<b>67</b>
<b>15. ACCEPTANCE TESTING OF LIGHTBANDS .....</b>	<b>69</b>
15.1 STANDARD ACCEPTANCE TESTS .....	70

15.1.1	Vibration Test .....	70
15.1.2	Thermal-Vacuum Test .....	72
15.1.3	Separation Reliability Test .....	73
15.2	OPTIONAL ACCEPTANCE TESTS .....	76
15.2.1	Strength Test .....	76
15.2.2	Shock Test .....	77
<b>16.</b>	<b>QUALIFICATION TESTING OF LIGHTBANDS .....</b>	<b>79</b>
16.1	VIBRATION QUALIFICATION TEST .....	79
16.1.1	MLB15.000 Vibration Qualification Test .....	79
16.1.2	MLB38.810 Vibration Qualification Test .....	80
16.2	THERMAL VACUUM QUALIFICATION TEST .....	81
16.3	STRENGTH QUALIFICATION TEST .....	81
16.4	SHOCK QUALIFICATION TEST .....	82
<b>17.</b>	<b>LIGHTBAND INSPECTION .....</b>	<b>83</b>
<b>18.</b>	<b>LIGHTBAND REFURBISHMENT .....</b>	<b>84</b>
<b>19.</b>	<b>TESTING AND PROCEDURES PERFORMED BY CUSTOMER .....</b>	<b>85</b>
19.1	DESIGNING THE WIRING HARNESS .....	85
<b>20.</b>	<b>GROUND SUPPORT EQUIPMENT (GSE) .....</b>	<b>86</b>
<b>21.</b>	<b>STANDARD LIGHTBAND DELIVERY SCHEDULE .....</b>	<b>88</b>
21.1	STANDARD LIGHTBAND DELIVERABLES .....	88
21.2	LIGHTBAND STEP FILES .....	89
21.3	ASSEMBLY DRAWINGS .....	89
21.4	FINITE ELEMENT MODELS OF LIGHTBANDS .....	89
<b>22.</b>	<b>PURCHASING A LIGHTBAND .....</b>	<b>90</b>
<b>23.</b>	<b>LIGHTBAND TRAINING .....</b>	<b>91</b>
<b>24.</b>	<b>PACKING, SHIPPING AND UNPACKING METHODS .....</b>	<b>92</b>
<b>25.</b>	<b>STORAGE REQUIREMENTS .....</b>	<b>93</b>
<b>26.</b>	<b>PROCEDURES, DOCUMENTS AND PUBLICATIONS .....</b>	<b>94</b>
<b>27.</b>	<b>WARRANTY .....</b>	<b>95</b>
<b>28.</b>	<b>GLOSSARY .....</b>	<b>96</b>
<b>29.</b>	<b>ACKNOWLEDGEMENTS .....</b>	<b>97</b>

## 1. Revision History

Revision	Issued	Written By	Released By	Change Description
-	14-Sep-07	WH	MW	Initial release
A	02-May-08	WH	RH, RW, MW, AZ	<ul style="list-style-type: none"> <li>- Added "Note: ..." on first page</li> <li>- Added warranty</li> <li>- Added flight history</li> <li>- Added description of manufacturing process</li> <li>- Added discussion of features on adjoining structures</li> <li>- Changed standard payment schedule</li> <li>- Added customization schedule</li> <li>- Added more detail showing how the Lightband works, specifically the Motor Bracket assembly.</li> <li>- Increased the stay-out zones by as much as 0.12 inches</li> <li>- Added discussion of joint compliance</li> <li>- Discussion of features in structures adjoining the Lightband</li> <li>- Added description of manufacturing process</li> <li>- Added detail of shuttle missions to Thermal section</li> <li>- Decreased the font</li> <li>- Added detail of Advanced Lightband controller</li> <li>- Added detailed description of the standard acceptance tests</li> <li>- Added energy for electrical operation</li> <li>- Maximum number of Separation Springs is now 24.</li> <li>- Minimum number of Separation Springs is six (6)</li> <li>- Added success criteria for Lightband test</li> <li>- Added detail on isolation systems</li> <li>- Added detail of integration procedures</li> </ul>
B	01-Aug-09	WH	AZ, MW, RH	<ul style="list-style-type: none"> <li>- Updated flight history</li> <li>- Added correct pictures showing Separation Connectors</li> <li>- Increased Separation Spring energy (E)</li> <li>- Added Lightband simulator to GSE</li> <li>- Added metallic retaining chord (was a polymer)</li> <li>- Updated flatness requirements and added to table 1</li> <li>- Added detail of a roll inducing mechanism</li> <li>- Added acknowledgments</li> <li>- Added sectional view of Separation Spring</li> <li>- Added flow diagram showing manufacturing process</li> <li>- Added flow diagram showing separation reliability test process</li> <li>- Added table showing voltages used during manufacturing and test process to initiate Lightband</li> <li>- Added detail of optimal flange design in adjoining structures</li> <li>- Many editorial edits and spelling corrections</li> </ul>
C	01-Jun-12	WH, AZ	WH	<ul style="list-style-type: none"> <li>- Added applicable patent numbers to front cover.</li> <li>- Added pictures of GRAIL separation and STP-S26 in Section 2.</li> <li>- Added Technology Readiness Level 9 discussion in Section 3.</li> <li>- Updated Lightband flight history.</li> <li>- Updated Figure 5-13 with latest stay-out zones.</li> <li>- Updates to mass and stay-out zone in Table 5-1.</li> <li>- Updated Mass of Separation Springs in Table 5-10.</li> <li>- Updated Separation Connector graphics in Table 5-10.</li> <li>- Increased line load limits IAW PSC Document 2002319 in Section 5.11.</li> <li>- Changed energy (E) to 1.02 J in Figure 5-33.</li> <li>- Updated stow schematic in Figure 6-7.</li> <li>- Updated SFF schematic in Figure 6-8.</li> <li>- Updated deploy schematic in Figure 6-9.</li> <li>- Added 2001025 Separation Connector Data Sheet in Section 6.4.</li> <li>- Updated shock levels in Section 8.</li> <li>- Updated accelerometer photos in Section 8.</li> <li>- Added detail of 2000770 MkII Motorized Lightband Failure Modes and Effects Analysis in Section 12.</li> <li>- Added Section 18 on Lightband refurbishment.</li> <li>- Updated photos of shipping procedural steps in Section 23.</li> <li>- Updated formatting &amp; style to match latest PSC standards.</li> <li>- Added discussion of Lightband Training Course in multiple locations.</li> <li>- Modified table and figure caption scheme.</li> <li>- Many editorial edits.</li> </ul>
D	02-Apr-13	AZ	WH	<ul style="list-style-type: none"> <li>- Added Section 8.2.</li> <li>- Added Footnote 14, 16, and 17 to cite source of nominal operation profiles.</li> <li>- Corrected Equation 5: first 'm' changed to 'n.'</li> <li>- Normalized data in Table 5-3. Data disclaimer added in Section 5.8.</li> <li>- Corrected Equation 2.</li> <li>- Added Figure 5-18.</li> <li>- Modified Table 5-1 to include flatness for both stiff and flexible structures.</li> <li>- Corrected Equation 7.</li> <li>- Corrected caption in Table 6-3.</li> </ul>

				<ul style="list-style-type: none"> <li>- Removed flight heritage Table 4-1 and replaced with a reference to PSC's website.</li> <li>- Added Section 16 regarding previous qualification testing.</li> <li>- Added Table 5-5 to Section 5.9.</li> <li>- Updated Figure 15-8.</li> </ul>
E	10-Jul-14	AZ	WH	<ul style="list-style-type: none"> <li>- Figure 2-1: Updated.</li> <li>- Figure 2-10: Added.</li> <li>- Figure 2-11: Updated.</li> <li>- Section 4: Updated flight history quantity.</li> <li>- Table 5-1: Added row for max. qty. of LCTs, edited row title for max. sum of Connectors, Switches, and Roll Brackets.</li> <li>- Figure 5-2: Updated with better image quality graphic.</li> <li>- Figure 5-7: Updated with better image quality graphic.</li> <li>- Table 5-9: Updated and marked some part numbers proprietary.</li> <li>- Table 5-10: Added Lightband Compression Tool Assembly.</li> <li>- Section 5.10: Changed specified torque value, clarified torque exceedances.</li> <li>- Section 5.10: Added discussion of reduced head diameter fasteners.</li> <li>- Figure 5-26: Updated.</li> <li>- Figure 5-34: Updated.</li> <li>- Section 6.3 (formerly): Deleted because it was superseded by Section 6.10.</li> <li>- Figure 6-2: Updated to graphic from 4000697B.</li> <li>- Section 7.3: Added absorptivity and emissivity ranges for hard anodize.</li> <li>- Figure 8-5: Added a legend.</li> <li>- Section 9: Added step 15 and Table 9-1.</li> <li>- Section 9: Added comment regarding not-for-flight marking on EDUs in step 12.</li> <li>- Figure 9-1: Updated to reflect current standard tests and number of seps.</li> <li>- Figure 14-1: Updated to reflect current standard tests and number of seps.</li> <li>- Figure 14-3: Added.</li> <li>- Table 15-1: Changed number of TVac separations from 1 to 2.</li> <li>- Figure 15-3: Updated with more recent test photo.</li> <li>- Figure 15-4: Updated with more recent test photo.</li> <li>- Section 15.1.2: Updated with latest test standards.</li> <li>- Section 15.1.3: Updated with latest test standards.</li> <li>- Table 15-3: Updated.</li> <li>- Figure 15-8: Updated.</li> <li>- Figure 15-11: Added.</li> <li>- Section 17: Updated with latest procedure from 2001066B.</li> <li>- Section 18: Added reference to document 2002653.</li> <li>- Section 20: Added reduced-head diameter fasteners.</li> <li>- Section 23: Added.</li> <li>- Table 24-1: Updated photo of hex standoff.</li> <li>- Table 24-1: Added row regarding customer unpacking.</li> </ul>

## 2. Introduction

The Lightband is a space vehicle separation system. It is used to separate space vehicles from launch vehicles and to separate elements of launch vehicles. The Lightband is offered in a range of sizes from 8 to 38 inch bolt circle diameter.

The content of this user's manual is based on the experience of providing more than 80 separation systems to commercial, government and university customers, both domestic and international, whom launch payloads on a broad range of orbital and sub-orbital launch vehicles. The Lightband is a patented, Commercial Off-The-Shelf (COTS) technology. It is made with materials and methods consistent with high-reliability and Class-A space flight hardware.

This is the user's manual for the Mark II Motorized Lightband only. [The MkII can be uniquely identified from other Lightbands. On the MkII, the motors are on the outer diameter of the unit.](#)

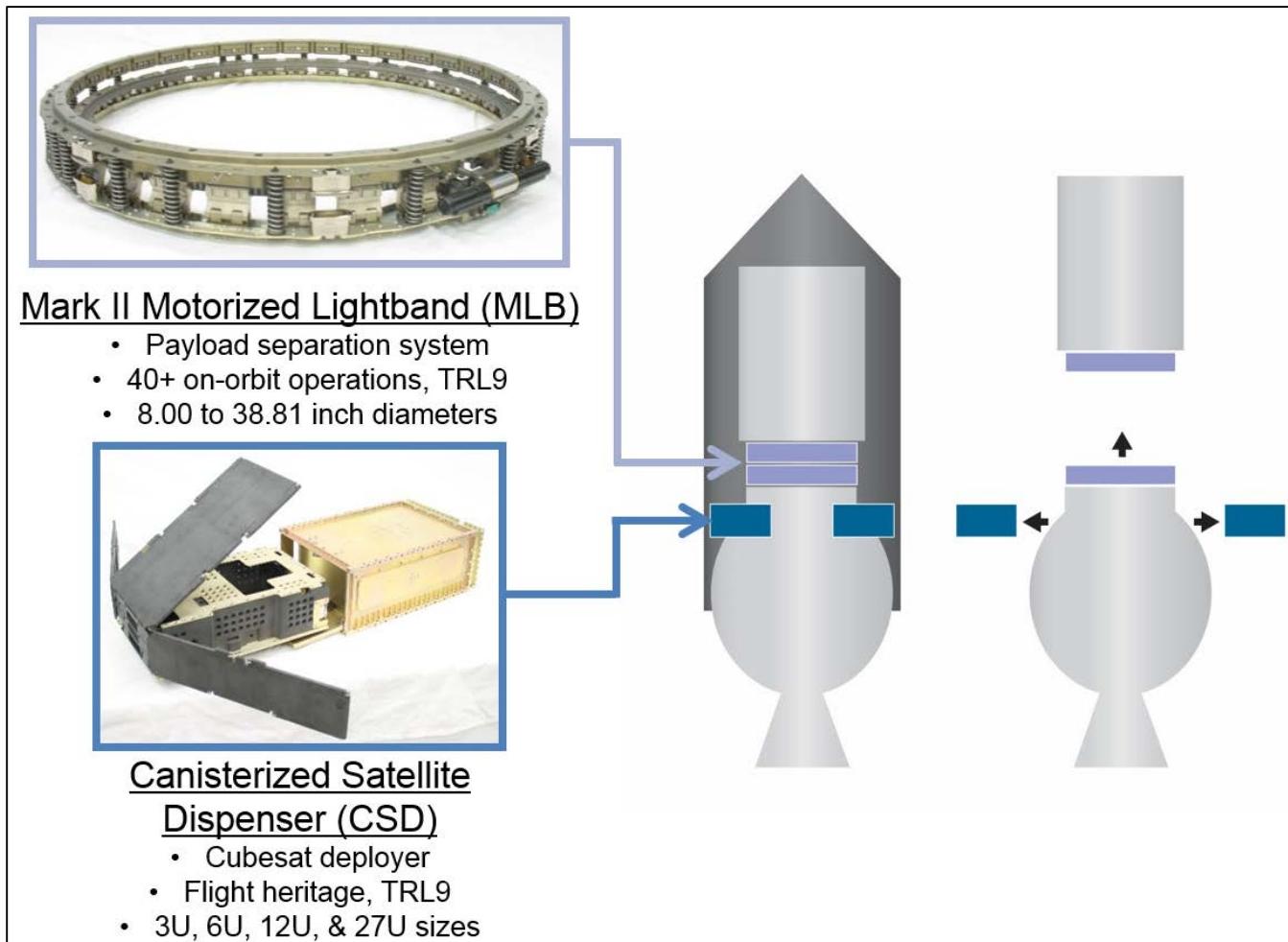


Figure 2-1: MLB separates Space Vehicles from Launch Vehicles. CSD is another PSC product for smaller space vehicles.



Figure 2-2: Two of NASA's lunar GRAIL satellites (built by Lockheed Martin) separate from a Delta II in 2011 using 2X MLB19.848

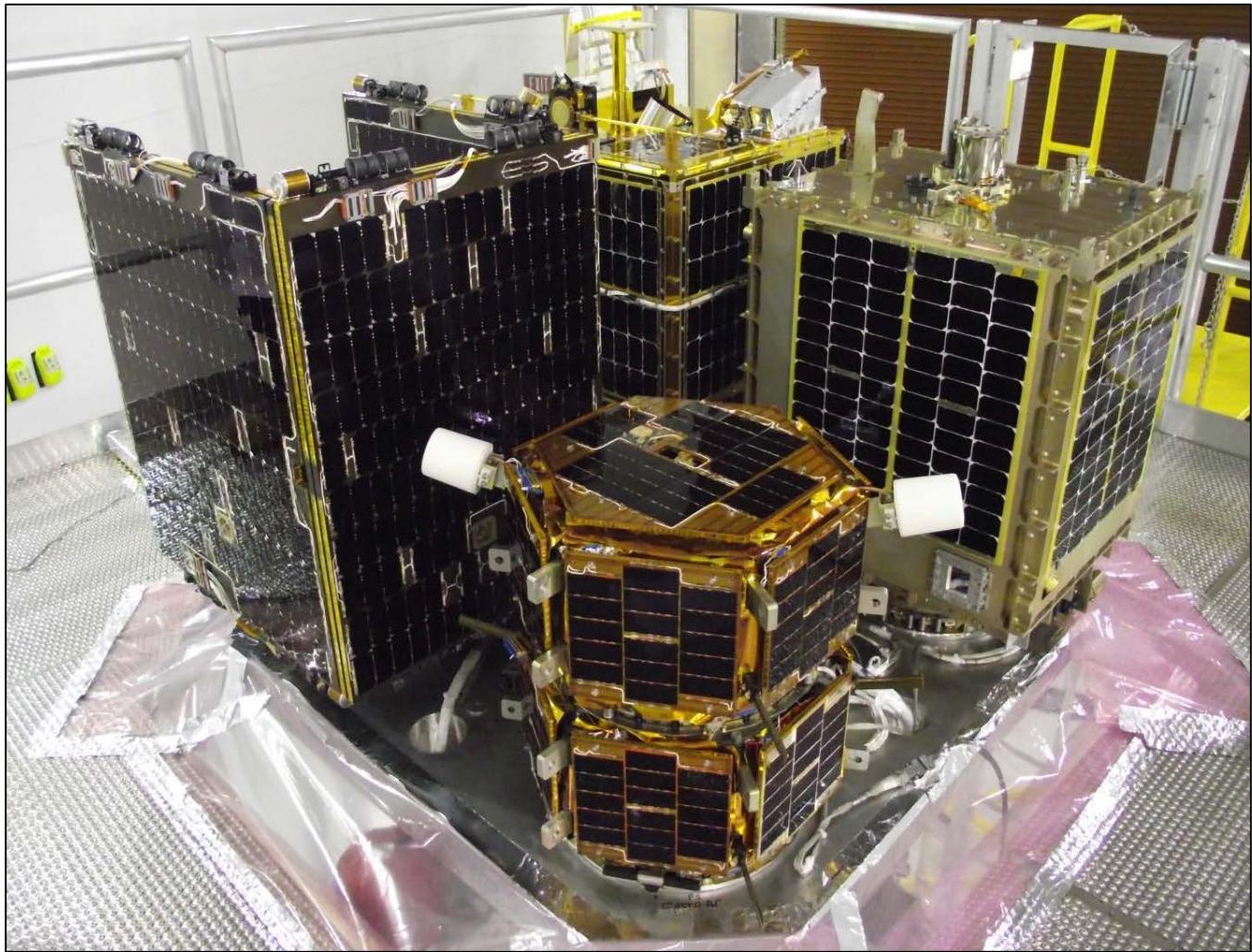


Figure 2-3: Four MkII and one MkI Lightbands used to separate five spacecraft on STP S-26 in November 2010

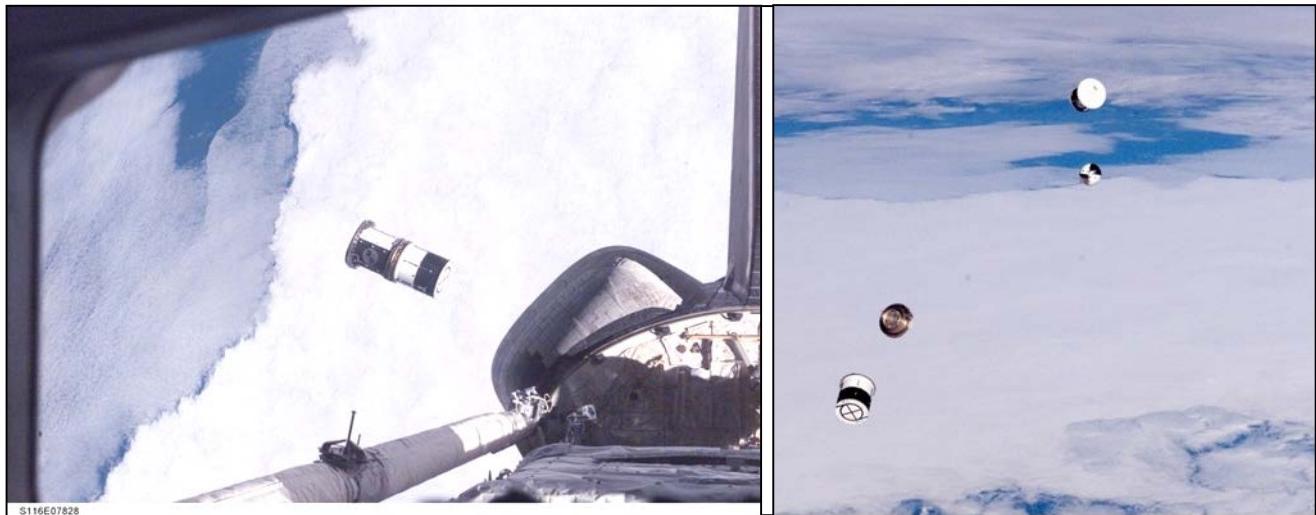


Figure 2-4: ANDE-1 Separation from Shuttle (STS-116). Three MkI Lightbands were used.

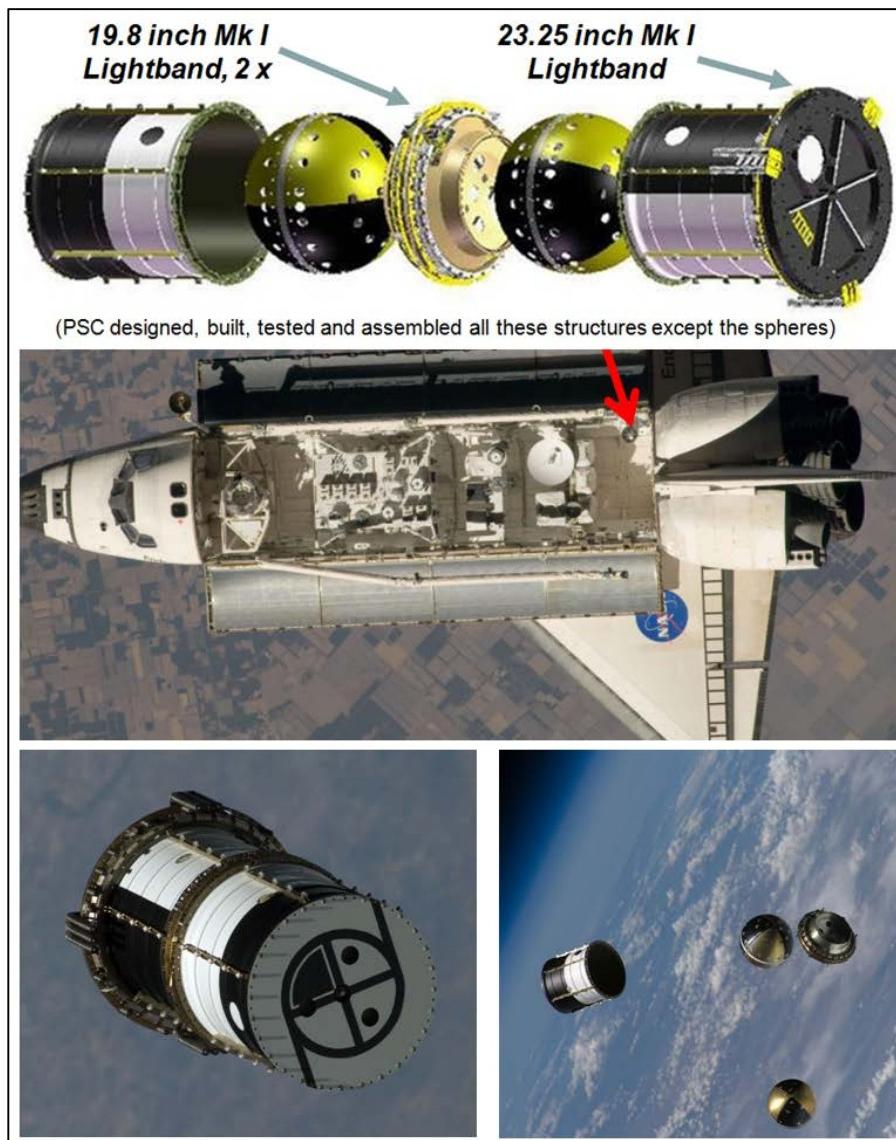


Figure 2-5: CAPE-ICU II and ANDE-2 on STS 127, July 2009



Figure 2-6: Three MkII Lightbands (38.8, 31.6 and 15.0 inch diameter) are used on the IBEX Program.

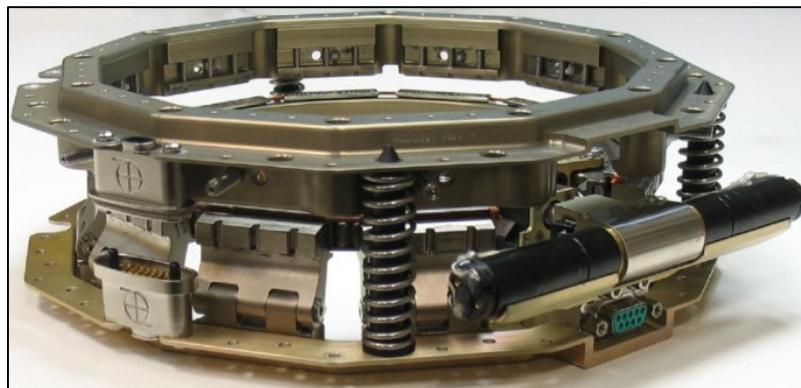


Figure 2-7: An 8 inch MkII Lightband used to separate an 80 lb. satellite

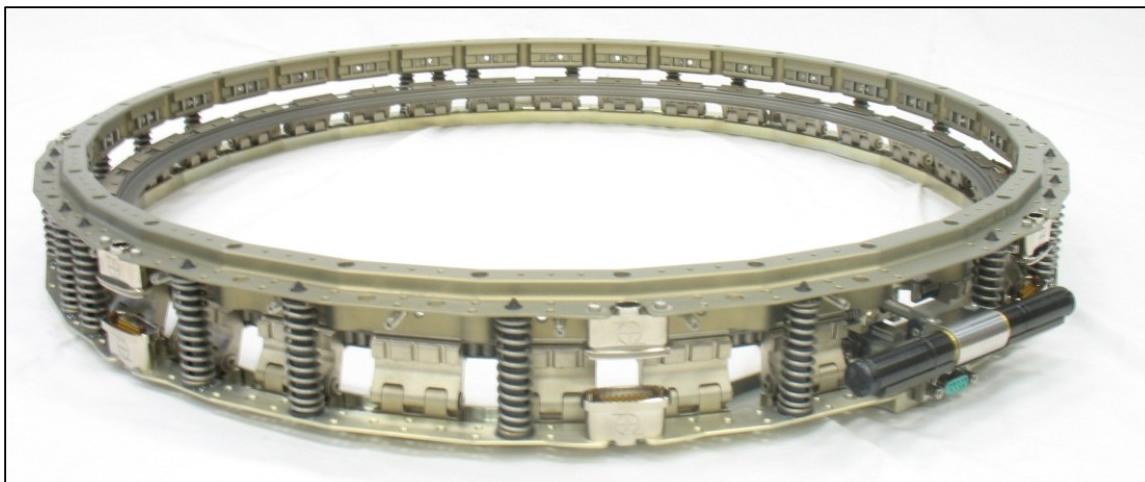


Figure 2-8: A 23.25 inch diameter MkII Lightband



Figure 2-9: Lightbands on ESPA (STP-1) on an Atlas V



Figure 2-10: Two Lightbands installed on a lunar payload prior to launch<sup>1</sup>



Figure 2-11: The PSC Team

<sup>1</sup> Source: [http://www.nasa.gov/sites/default/files/ladee\\_encapsulation.jpg](http://www.nasa.gov/sites/default/files/ladee_encapsulation.jpg)

### 3. Why Choose Lightband?

The Lightband has many advantages over competing products:

1. **A Technology Readiness Level 9 rating.** TRL 9 is the maximum attainable level of this measure which is used by US Government agencies to assess the maturity of evolving technologies.
2. **Test-verifiability.** Each Lightband goes through environmental testing before delivery to prove separation capability on orbit.
3. **Lightweight.** The Lightband is about one third of the weight of a typical clamp band.
4. **Low-height.** About one half of the height of a typical clamp band.
5. **Non-pyrotechnic.** The Lightband generates no debris upon or after separation.
6. **Low-shock.** The Lightband generates very low shock relative to other separation systems.
7. **All-inclusive product.** The Lightband is delivered with Separation Springs, Switches and Connectors included within its assembly and does not require additional brackets.
8. **No consumables.** Motor-driven, eliminating the need for refurbishment or consumable initiators.
9. **Pyro-pulse compatible.** The Lightband can be separated via a pyro-pulse signal.
10. **Flight heritage.** Flight-proven over 40 times.
11. **Simplified procurement.** The Lightband is priced on GSA schedule to streamline procurement.

## 4. Lightband Flight History

No Lightband has ever failed to separate on orbit. To date, the Lightband has operated successfully in flight more than 40 times. See the flight heritage section of PSC's website for the most up-to-date list (<http://www.planetarysystemscorp.com>).



Figure 4-1: A Lightband installed on TacSat-2

## 5. Mechanical Properties

### 5.1 Lightband Description

The coordinate system for the Lightband is shown below. It is a right hand coordinate system. The  $+X_{LB}$  axis originates from the Lower Ring bottom plane and points towards the Upper Ring. The  $+Y_{LB}$  axis passes through the center plane of the Motor Assembly. The Lightband Upper and Lower Rings are engraved with  $+Y_{LB}$  and  $+Z_{LB}$  during manufacture. Unless otherwise noted, all axes in this document refer to the Lightband coordinate system and all dimensions are given in inches.

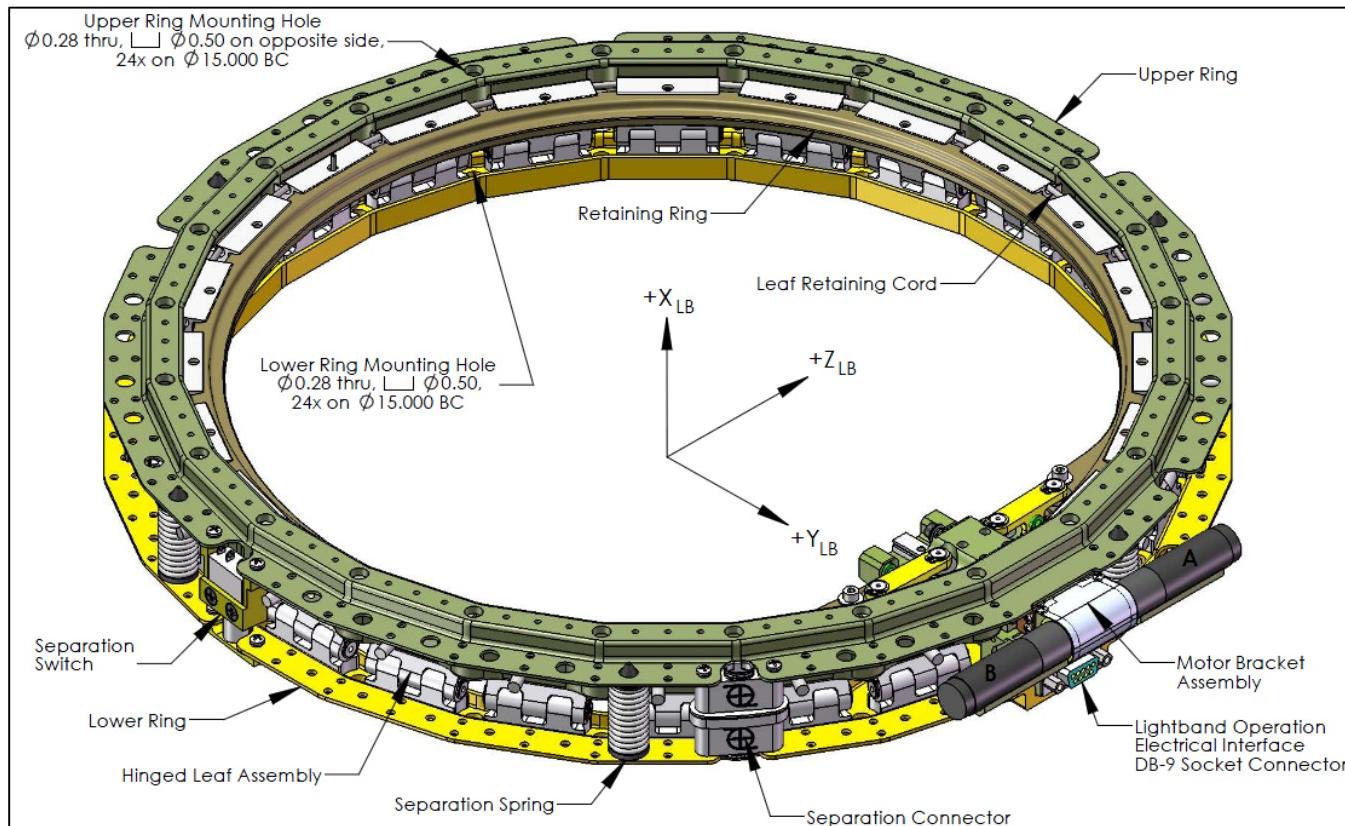


Figure 5-1: A 15 inch Lightband with the Lightband coordinate system shown

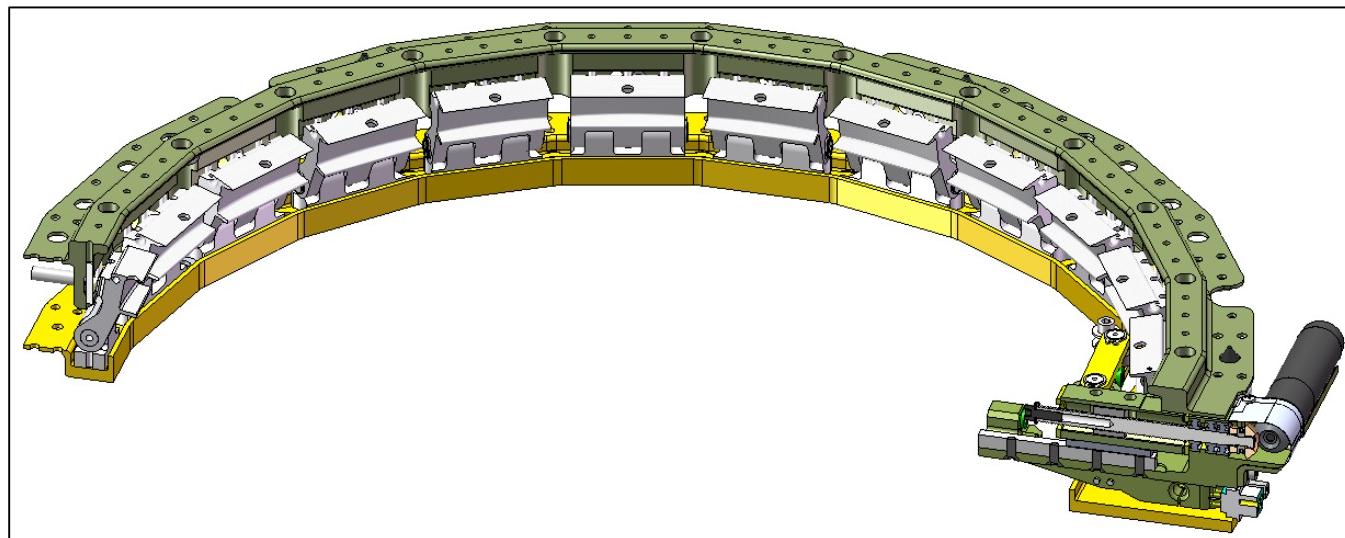


Figure 5-2: The Leaves beginning to disengage during deployment, Retaining Ring removed (section view)

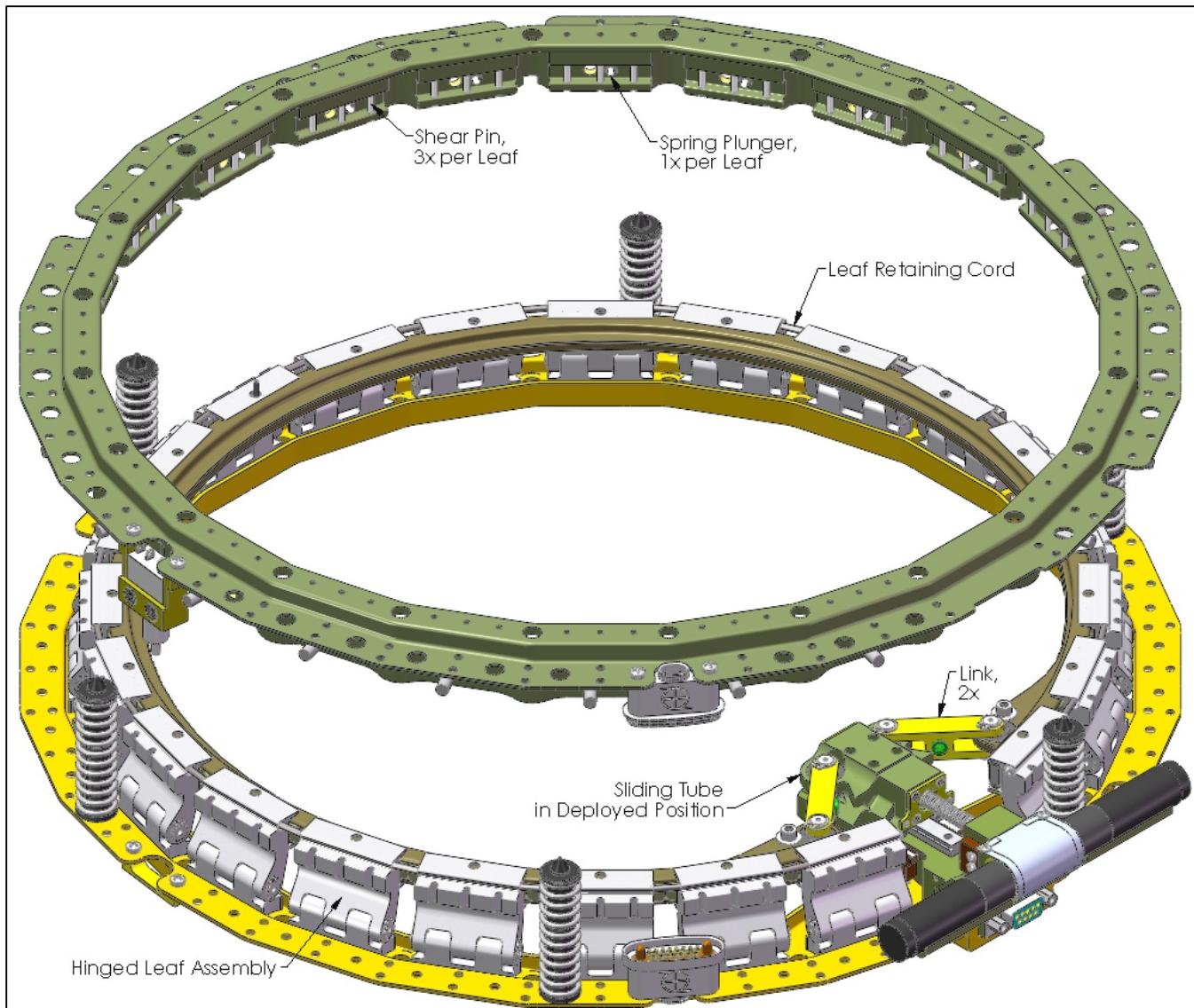


Figure 5-3: Lightband in the deployed state (also referred to as separated)

## 5.2 How the Lightband Works

Videos showing the Lightband operating on the ground and on-orbit are available at [www.planetarysystemscorp.com](http://www.planetarysystemscorp.com).

Figure 5-4 shows the Lightband in the stowed state. The Retaining Ring is in compression (black arrows) pressing the Leaves outward into the Upper Ring. The Links are over-centered and the motors are not powered.

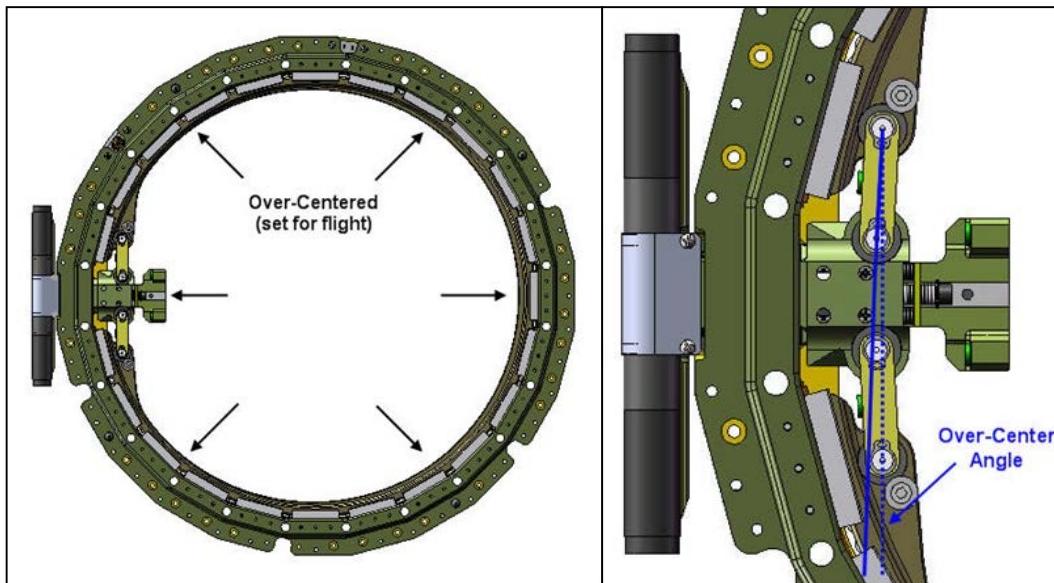


Figure 5-4: The Lightband in the stowed state (top-view)

Figure 5-5 shows the Lightband in the initiated state. Upon deployment initiation, the motors are powered causing the mechanism to instantly (~0.075 seconds) snap inward allowing the Retaining Ring to contract.

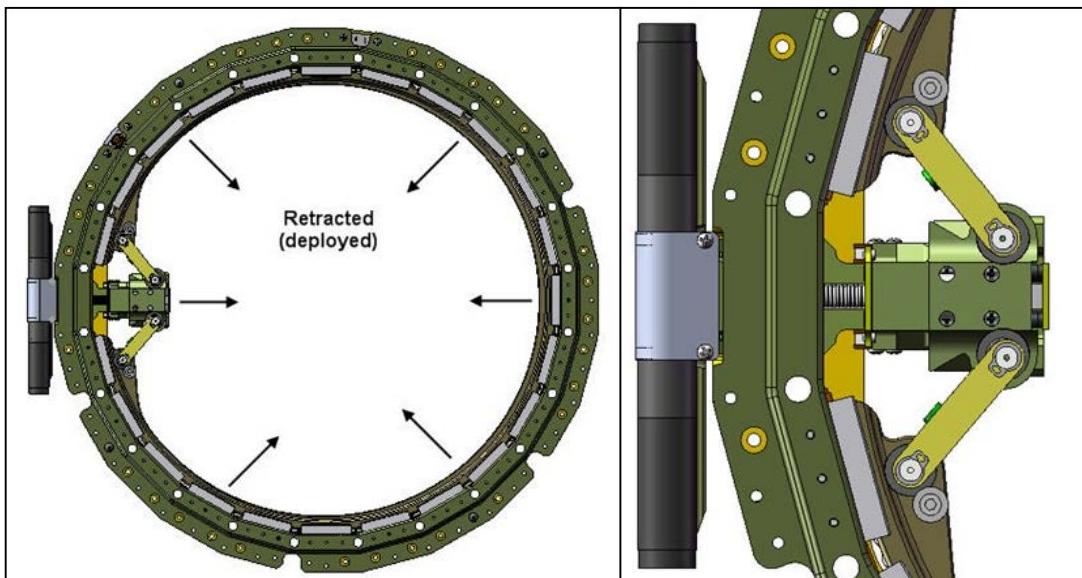


Figure 5-5: The Lightband in the initiated state

The metallic Leaf Retaining Cord provides a constant radial force inward that causes all the Leaves to bear upon the Retaining Ring. After the motors have been initiated, the Retaining Ring no longer reacts the inward Leaf Retaining Cord force. The Spring Plungers, fastened to the Upper Ring, then cause the Leaves to disengage from the Upper Ring after the Sliding Tube has snapped inward. See Figure 5-6 and Figure 5-7.

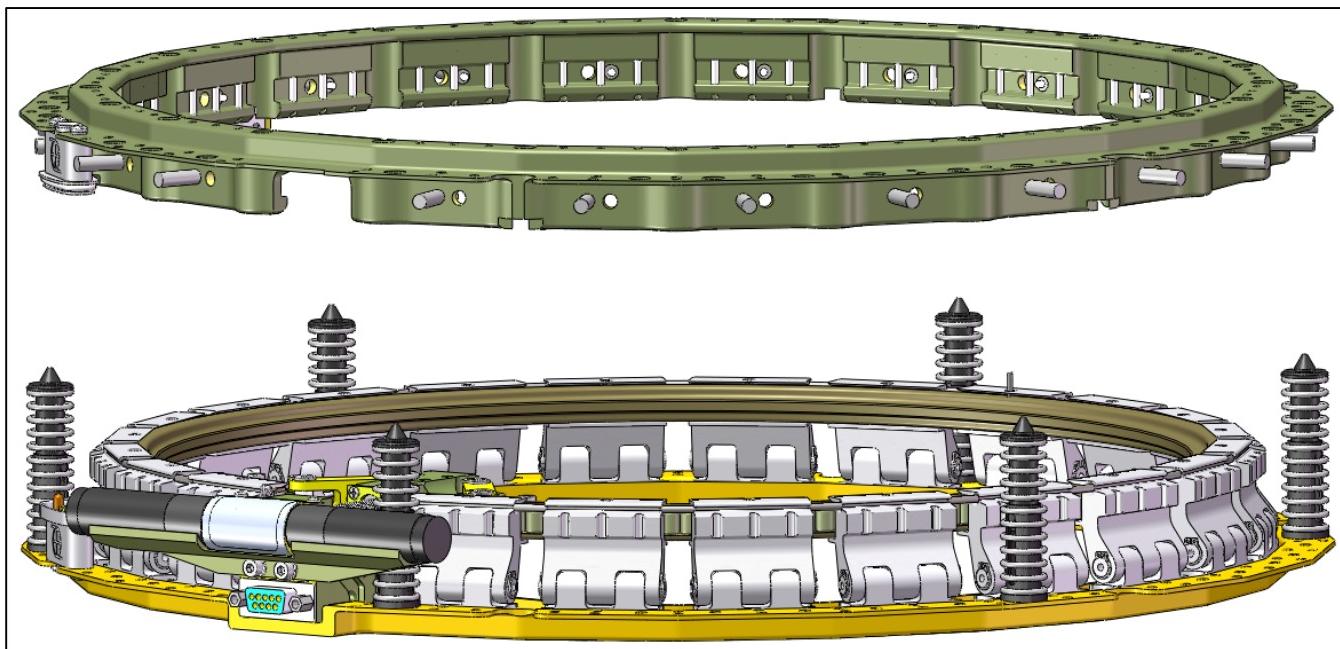


Figure 5-6: The Lightband in the deployed (or separated) state

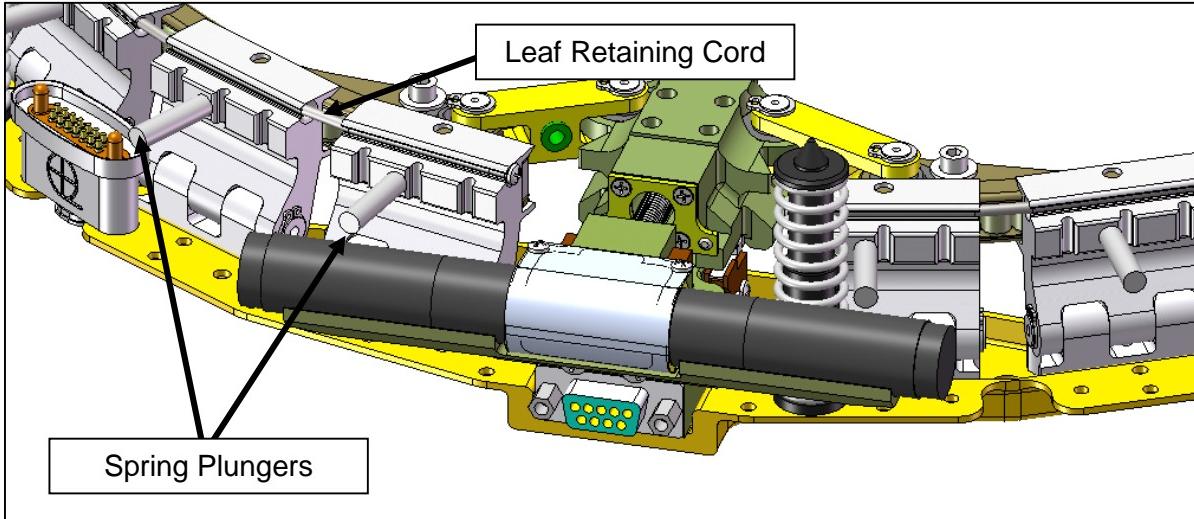


Figure 5-7: The Leaf Retaining Cord and the spring plungers shown in the stowed state (Upper Ring hidden for clarity)

Figure 5-8 illustrates the Leaves disengaging due to the force from the Spring Plungers, allowing the Separation Springs to push the rings apart.

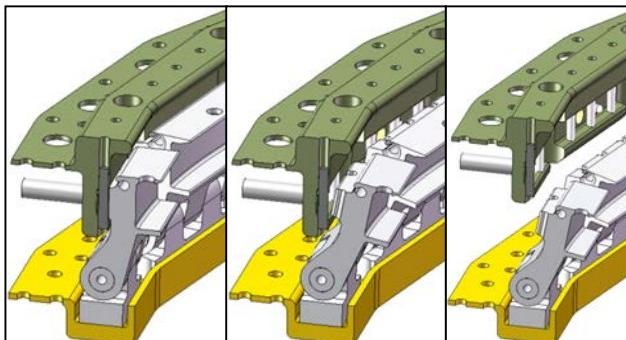


Figure 5-8: The Lightband shown deploying (or separating)

### 5.3 How the Motor Bracket Assembly Works

The Motor Bracket Assembly (MBA) is the actuator of the Lightband. In the MB, two DC brush Motors connect to bevel gears. The stainless steel bevel gears connect to a brass common Bevel Gear and that common Bevel Gear connects to the stainless steel Ball Screw. The Ball Screw connects to a Ball Nut which bears upon the Stow or Deploy End Plate, depending on the Lightband operation. The Sliding Tube encloses the Ball Nut and is fastened to the Linear Way which slides on the Rail. The Sliding Tube is connected to the Links via spherical bearings which in turn control the motion the Retaining Ring.

The Motor Bracket constrains the linear motion of the Sliding Tube with elastomeric (non-out-gassing) bumpers at the deploy end and with hard stops at the stow end. The lubricants, Braycote 601-EF and molybdenum disulfide, are space-qualified and non-outgassing. The Limit Switches are arranged to cut power when physical limits (stow, set-for-flight, and deploy) are reached.

All of the set screw junctions in the MB are redundant and bear upon flats or bores. All fasteners are staked with Arathane after being torqued. The Motors are redundantly fastened to the Motor Bracket and staked to the Motor Supports. The motor pinions between the Motor and Planetary Gear are connected to the motor shafts redundantly (a weld and a shear pin). Except for the spherical bearings, there is no sliding friction; all of the motion of this assembly is strictly rolling.

The deploy operation is fully reversible, though it takes more energy to stow than deploy the Lightband. As a reliability feature, the Lightband will not stow if only one Motor is operable. If the Lightband cannot be stowed, it cannot fly. However, the Lightband will deploy and set-for-flight with one Motor.

A flex circuit connects the Limit Switches and Motors to the DB-9 socket connector fastened to the Motor Bracket. Section 6 of this document describes electro-mechanical operation of the Lightband.

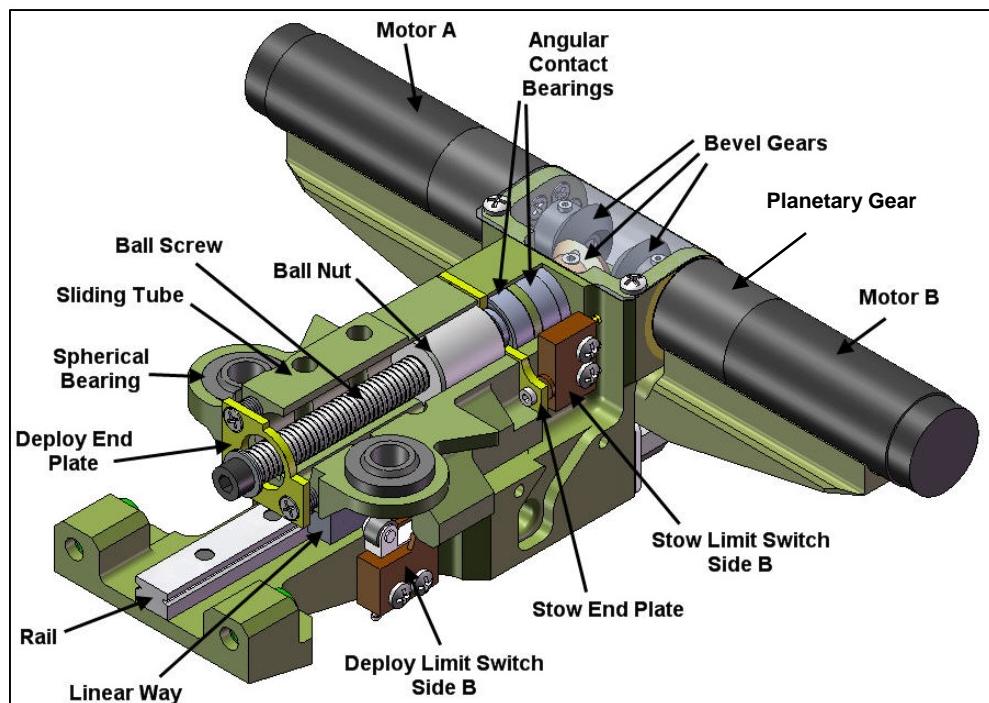


Figure 5-9: Motor Bracket Assembly shown in the stowed state

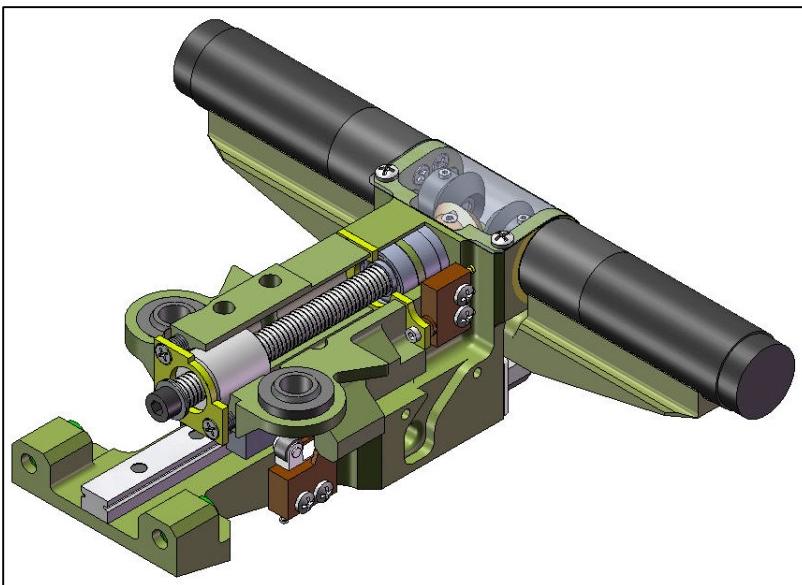


Figure 5-10: Motor Bracket assembly shown in the set-for-flight state

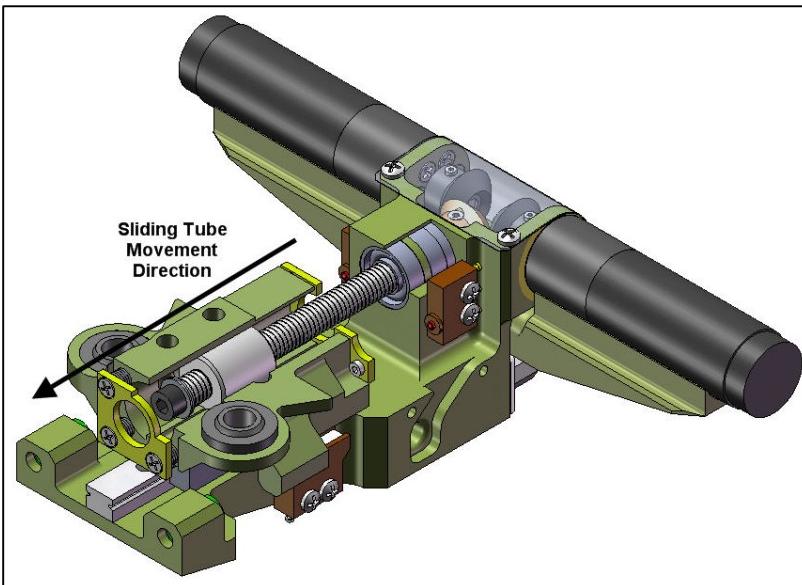


Figure 5-11: Motor Bracket assembly shown deploying

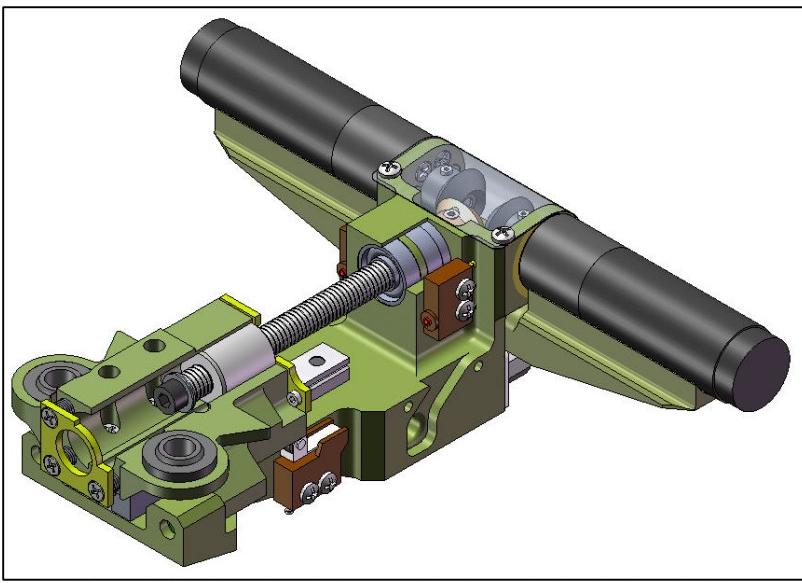


Figure 5-12: Motor Bracket assembly shown in the deployed state

## 5.4 Dimensions

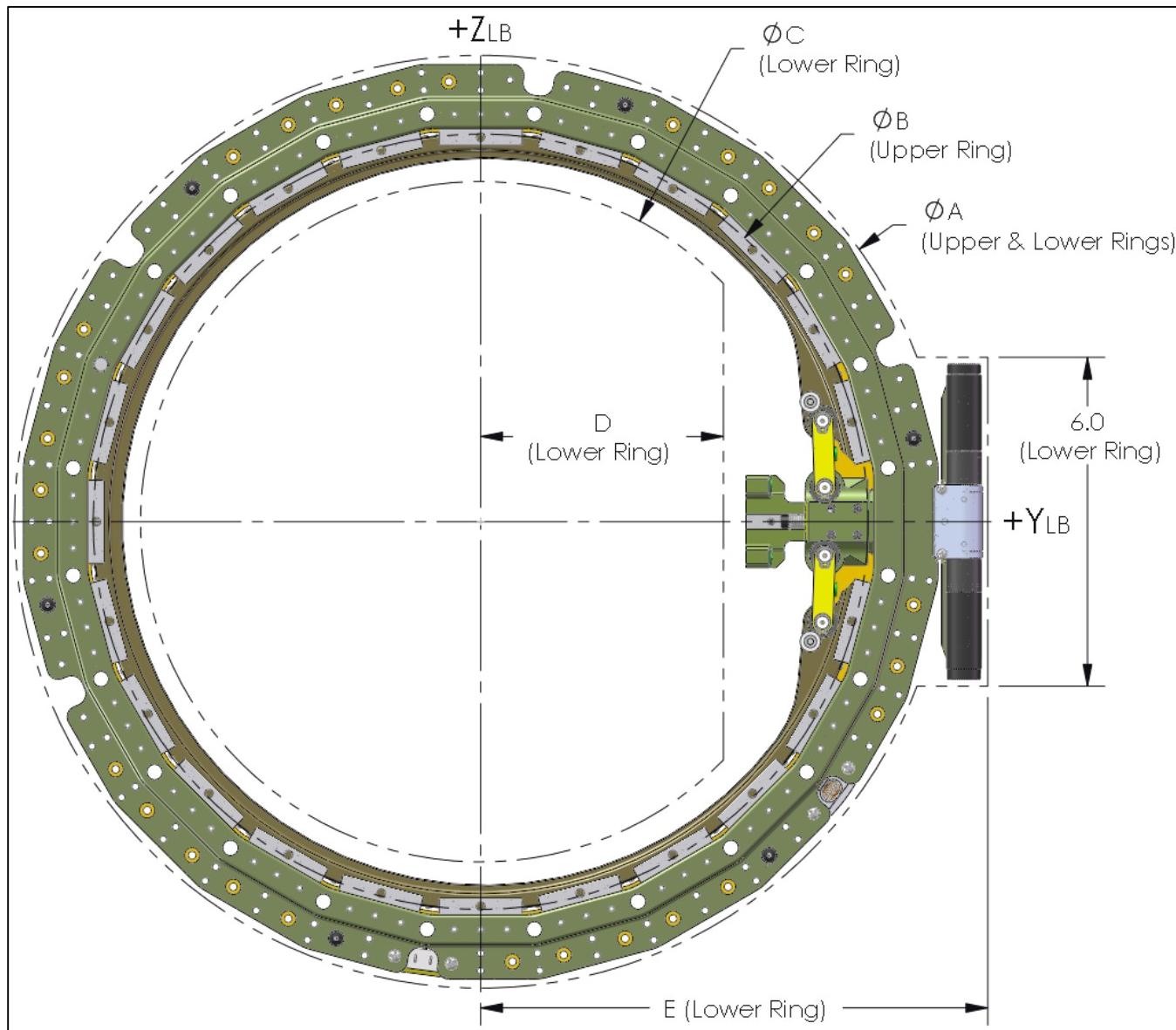


Figure 5-13: Top view of Lightband, see Table 5-1 for variable dimension values

The dimensions shown in Figure 5-13 and Figure 5-15 as variables vary with diameter and are defined in Table 5-1. Dimensions 'C' and 'D' include the separation event when the Retaining Ring and Sliding Tube snap inward. The dimensions shown as constants do not vary by diameter. The customer-supplied wiring harness is not shown. Harness design, discussed in Section 6.3, can substantially increase the volume associated with the separation system.

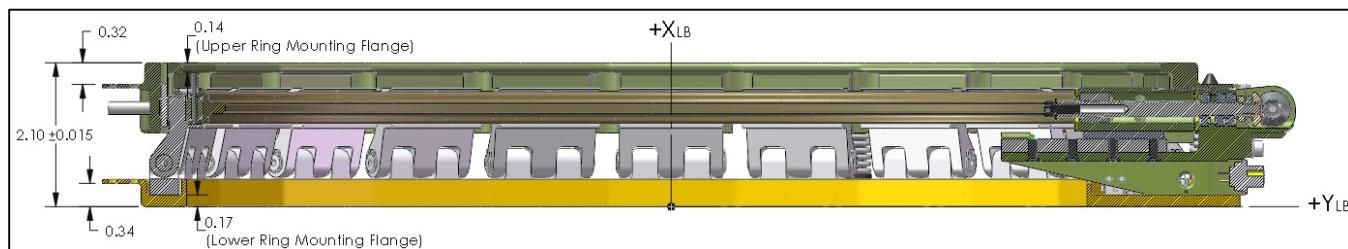


Figure 5-14: A sectional view of a 15 inch Lightband.

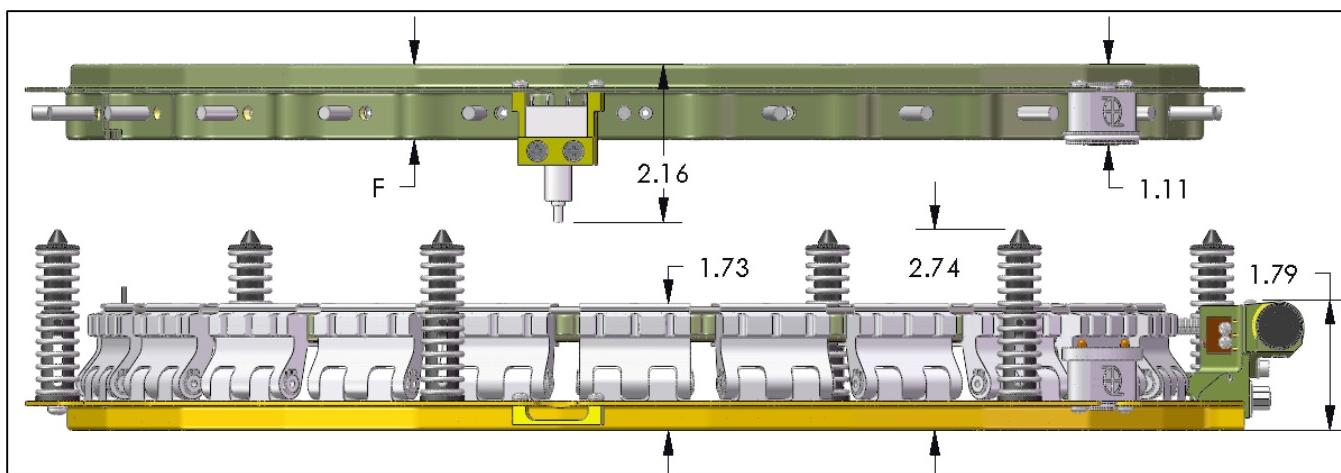


Figure 5-15: The deployed (or separated) view. The Springs and Switches are shown fully elongated

## 5.5 General Capabilities and Dimensions

MLB bolt circle diameter ± 0.01 [in] Number of fasteners (n)		8.000 12	11.732 18	13.000 20	15.000 24	18.250 28	19.848 28	23.250 32	24.000 36	31.600 48	38.810 60
Stay-out Dimensions ± 0.02 [in] (5)	A [in]	10.04	13.76	15.02	17.02	20.27	21.87	25.42	26.17	33.76	40.97
	B [in]	7.00	10.83	12.11	14.14	17.41	19.00	22.41	23.18	30.80	38.03
	C [in]	5.93	9.60	10.58	12.41	15.48	17.07	20.28	20.95	28.17	35.30
	D [in]	0.56	2.67	3.36	4.43	6.12	6.93	8.67	9.06	12.92	16.55
	E [in]	5.39	7.50	8.19	9.25	10.94	11.76	13.50	13.89	17.74	21.38
	F [in]	1.03	1.03	1.03	1.03	1.03	1.03	1.05	1.05	1.15	1.15
Mass ± 5% [lb <sub>m</sub> ] (1)	Upper Assembly	0.78	1.15	1.27	1.47	1.83	1.99	2.36	2.42	3.61	4.51
	Lower Assembly	2.50	3.47	3.76	4.32	5.05	5.25	6.08	6.53	8.77	10.57
	Total	3.28	4.62	5.03	5.79	6.88	7.24	8.44	8.95	12.38	15.08
Center of Mass ± 0.1 [in] (1)	X <sub>LB</sub> , assembled	1.09	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
	Y <sub>LB</sub> , assembled	1.11	1.08	1.06	1.04	1.12	1.14	1.14	1.10	0.98	0.95
	Z <sub>LB</sub> , assembled	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	X <sub>LB</sub> , Upper Assembly	1.68	1.68	1.68	1.68	1.68	1.68	1.67	1.66	1.60	1.60
	Y <sub>LB</sub> , Upper Assembly	-0.08	-0.09	-0.09	-0.09	-0.10	-0.10	-0.10	-0.10	-0.12	-0.12
	Z <sub>LB</sub> , Upper Assembly	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	X <sub>LB</sub> , Lower Assembly	0.88	0.85	0.85	0.86	0.85	0.84	0.84	0.84	0.86	0.85
	Y <sub>LB</sub> , Lower Assembly	1.19	1.44	1.41	1.37	1.51	1.58	1.60	1.52	1.44	1.39
	Z <sub>LB</sub> , Lower Assembly	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Inertia ± 10% [lb <sub>m</sub> *in <sup>2</sup> ] (1) (8)	I <sub>xx</sub> , assembled	51.6	155.8	207.4	316.5	559.1	696.9	1,120.9	1,266.7	3,051.9	5,622.2
	I <sub>yy</sub> , assembled	21.8	67.4	91.0	140.4	249.8	311.9	508.1	577.6	1,423.9	2,648.4
	I <sub>zz</sub> , assembled	32.2	92.2	120.0	180.4	313.9	390.6	619.4	696.1	1,637.1	2,985.1
	I <sub>xx</sub> , upper assembled	12.9	40.8	55.4	85.3	156.0	199.7	325.0	355.3	916.2	1,720.6
	I <sub>yy</sub> , upper assembled	6.6	20.9	28.3	43.5	79.2	101.0	164.2	179.4	462.2	866.3
	I <sub>zz</sub> , upper assembled	6.4	20.1	27.3	42.1	76.8	99.0	161.3	176.3	454.8	855.5
	I <sub>xx</sub> , lower assembled	34.5	108.3	146.2	228.9	398.6	490.6	789.0	904.6	2,129.5	3,891.1
	I <sub>yy</sub> , lower assembled	14.2	44.6	61.0	96.8	169.0	209.7	342.9	397.0	960.3	1,781.6
	I <sub>zz</sub> , lower assembled	21.8	65.9	88.0	134.7	231.0	284.2	450.1	511.8	1,174.7	2,116.2
Maximum Loads (4)	X <sub>LB</sub> axis [lb]	11,280	16,920	18,800	22,560	26,320	26,320	30,080	33,840	45,120	56,400
	Y <sub>LB</sub> or Z <sub>LB</sub> axis [lb]	2,322	3,483	3,870	4,644	5,418	5,418	6,192	6,966	9,288	11,610
	Moment about Y or Z [in*lb]	22,560	49,626	61,100	84,600	120,085	130,600	174,840	203,040	356,448	547,221
Max sum of Separation Connectors, Switches and Roll Brackets (2)		4	4	4	6	6	6	8	8	12	12
Max number of Separation Springs (3)		14	18	24	24	24	24	24	24	24	24
Max number of Lightband Comp. Tools (9)		6	12	14	16	18	20	22	26	34	46
Thermal Resistance [°C/W]		0.392	0.267	0.241	0.209	0.172	0.158	0.135	0.130	0.099	0.081
X <sub>LB</sub> axis stiffness ±25% [lb/in] (6)		1.80E+06	2.64E+06	2.93E+06	3.38E+06	4.11E+06	4.47E+06	5.23E+06	5.40E+06	7.11E+06	8.73E+06
Bending stiffness about Y <sub>LB</sub> or Z <sub>LB</sub> ±25% [in <sup>3</sup> lb./rad] (6)		1.40E+07	4.43E+07	6.02E+07	9.25E+07	1.67E+08	2.14E+08	3.44E+08	3.79E+08	8.65E+08	1.60E+09
Required flatness of adjoining structure if  XXXX structure is "flexible" [in] (7)		0.0028	0.0042	0.0046	0.0053	0.0065	0.0071	0.0083	0.0085	0.0112	0.0138
Required flatness of adjoining structure if  XXXX structure is "stiff" [in] (7)		0.0021	0.0031	0.0035	0.0040	0.0049	0.0053	0.0062	0.0064	0.0084	0.0103

(1) Does not include separation connectors, springs or switches.

(2) For example on an MLB 15 there may be 4 separation switches and 2 separation connectors (4 + 2 = 6).

(3) Though there is room for more, using more than 24 springs will substantially reduce testability of the Lightband due to the force (20.0 lb) of each spring.

(4) Applied independently. Ultimate strength is estimated to be 50% higher. Cycles at maximum load are discussed in later sections.

(5) The customer supplied wiring harness typically creates unique stay-out zones exceeding these dimensions.

(6) Does not include compliance of the joint to the adjoining structure.

(7) If in doubt, contact PSC. See discussion of features on adjoining structures in Section 5.9.

(8) Measured about CM in stowed state.

(9) Installing a large quantity of Springs may prohibit the installation of the max. quantity of LCTs.

**Table 5-1: Lightband capabilities and dimensions**

## 5.6 Tolerance on Dimensions

PSC Document 3000233 *PSC Tolerance Standards* defines all PSC standards regarding measurement tolerance. For reference, distance tolerances are shown in Table 5-2.

Precision	Tolerance [unit]
X.XXXX	$\pm 0.001$
X.XXX	$\pm 0.005$
X.XX	$\pm 0.010$
X.X	$\pm 0.030$
X	$\pm 1.000$

Table 5-2: PSC distance tolerances<sup>2</sup>

## 5.7 Stiffness

The method used to determine stiffness of the Lightband is shown in the latest revision of PSC Document 2000541 *Lightband Stiffness*. The values are shown in Table 5-1. Higher fidelity stiffness estimations of the Lightband can be determined via FEM.

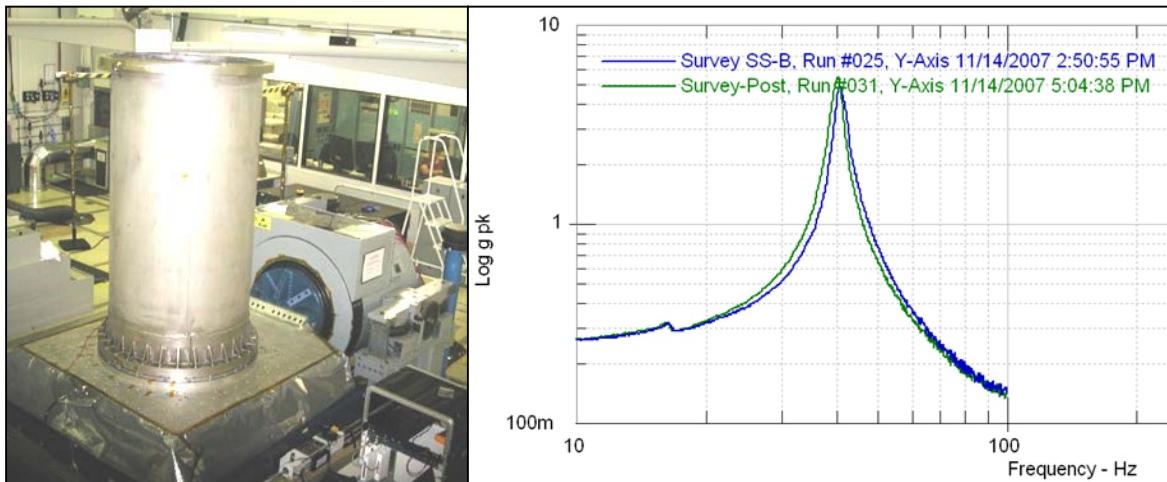


Figure 5-16: Nominal results of an MLB 38 supporting a 1,000 pound weldment

## 5.8 Joint Compliance

The compliance of the bolted joint from the Lightband to adjoining structures can have a substantial effect on the overall stiffness. The stiffness reported in Table 5-1 does not include joint compliance. Table 5-3 shows the normalized results of a study of stiffness for a specific Lightband program and illustrates that joint compliance reduces stiffness in all directions. The data comes from the test of a 38.810 inch diameter Lightband and is for example rather than design purposes.

It can be assumed that the effect of joint compliance on any size Lightband is the same as shown in Table 5-3.

Item	Normalized X <sub>LB</sub> Axis Stiffness [-]	Normalized Y <sub>LB</sub> & Z <sub>LB</sub> Axis Stiffness [-]	Normalized Rx Rotational Stiffness [-]	Normalized R <sub>Y</sub> or R <sub>Z</sub> Rotational Stiffness [-]
Lightband without joint compliance	1.00	1.00	1.00	1.00
Lightband with joint compliance	0.74	0.99	1.00	0.75

Table 5-3: The effect of joint compliance on stiffness<sup>3</sup>

<sup>2</sup> Source: PSC Document 3000233.

<sup>3</sup> Source: Moog CSA Engineering Document 20008507B and PSC Document 2000541A.

## 5.9 Discussion of Features on Adjoining Structures

In order to maximize the stiffness of the satellite stack including the Lightband, engineers should design robust features in the structures adjoining the Lightband. As the analysis in Table 5-4 shows, thick flanges, small moment arms, and chamfers (or large radii) create much stiffer and lighter structures.

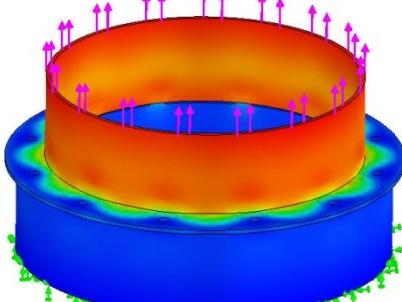
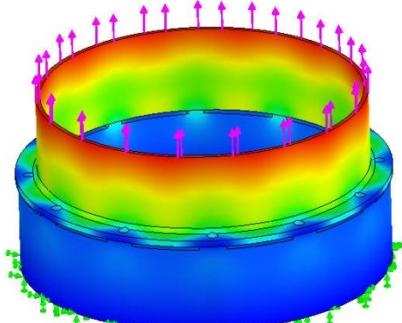
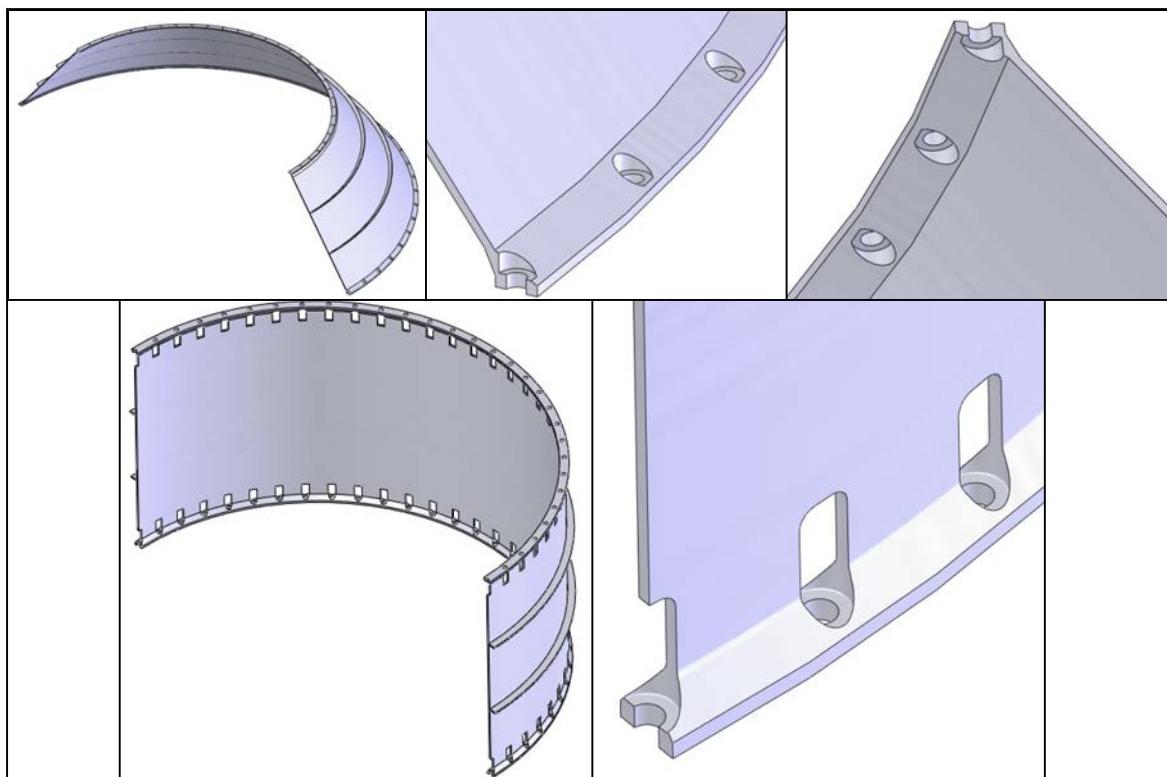
Design	Deflection Plot	Design Notes	Max Deflection Value [in]
	 A 3D finite element model of a cylindrical structure with a flange. The flange has a relatively thin wall thickness and long moment arms extending from the flange face. A deflection plot shows the structure under a uniform upward load. The top flange and the interface between the flange and the main cylinder show significant lateral deflection, indicated by a color gradient from blue (low deflection) to red (high deflection). A vertical color bar on the right is labeled "URES (in)" with a scale from 0.0000 to 0.0005.	<ul style="list-style-type: none"> <li>• Flanges too thin</li> <li>• Moment arms too large</li> <li>• No chamfer or fillet</li> </ul>	0.0050
	 A 3D finite element model of a cylindrical structure with a flange. This design features thicker flange walls and shorter moment arms compared to the first design. A deflection plot shows the structure under the same uniform upward load. The top flange and the interface show significantly less lateral deflection than the first design, with colors ranging from green (low deflection) to yellow (moderate deflection). A vertical color bar on the right is labeled "URES (in)" with a scale from 0.0000 to 0.0002.	<ul style="list-style-type: none"> <li>• Thicker flanges</li> <li>• Smaller moment arms, but fits fasteners</li> <li>• Chamfer added for stiffness</li> <li>• No significant increase in mass</li> </ul>	0.0002

Table 5-4: Features of adjoining structure<sup>4</sup>

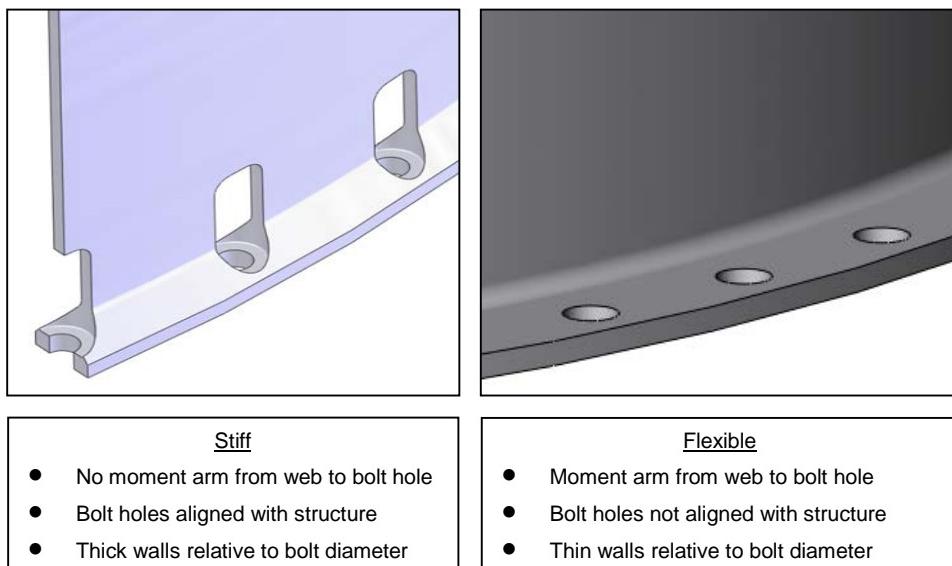
The stiffness of the flanges are important relative to overall stack stiffness. If the flange stiffness is too low the first mode lateral frequency of the entire stack can decrease detrimentally. For proper operation of the Lightband, the flanges should be stiff enough to guarantee the preload of the Lightband will not excessively warp the adjoining structure and vice-versa. PSC offers consultation on design of adjoining structures to customers.

<sup>4</sup> The lower cylinder represents a Lightband. The upper cylinder with flange represents an adjoining structure. The applied load is 1,000 lb. The materials are aluminum.



**Figure 5-17: Structures with optimal flange design. Moment arms in the flange are minimal, maximizing stiffness and strength**

As noted in Table 5-1, there are two sets of required flatness for adjoining structure values. Though somewhat subjective, if adjoining structures are relatively stiff, the required flatness will be greater than if the adjoining structure is relatively flexible. A relatively flexible structure will conform to the flat interface better than a relatively stiff one. See Figure 5-18. If in doubt about the stiffness of your adjoining structure, please contact PSC.



**Figure 5-18: Example of stiff and flexible adjoining structures**

The type of adjoining structure can also have an effect on operation and integration of the Lightband. Customers should be aware of the effects of their choice of adjoining structure before integration and adequately plan for any likely issues. See Table 5-5.

	Lightband Adjoined to...		
	Stiff Weldment, Ring, or Plate	Transition Rings	Isolation System
Typically Characterized As (See Table 5-1)	Stiff	Flexible	Flexible
Most Similar Type of Flight Adjoining Structure	Characteristic	Adapter cone or ring	Isolation system
Flatness	Often difficult to manufacture within required flatness tolerances.	Typically meets flatness requirement.	Reduces flatness requirement.
Lightband Flexure	Often too stiff, does not allow Lightband to flex enough during operations.	maintains required stiffness during operation.	Provides best chance for successful Lightband integration and operation.
Shimming	Difficult to meet flatness requirements via shimming.	Less difficult to meet flatness requirements via shimming.	Not necessary.
Relative Cost to Manufacture/Procure	Low	Medium	High
Relative Cost to Ensure Manufactured Flatness	High	Medium	N/A
Side View			
Isometric View			

Table 5-5: Comparison of Lightband adjoining structures

## 5.10 Fasteners to Adjoining Structures

PSC does not provide fasteners to adjoining structures. However, PSC uses MS16996-24 fasteners torqued to  $100 +15/-0$  in-lb. in acceptance and qualification tests. Exceptions to this torque specification have been made during proof tests in order to prevent bolted joint slipping.<sup>5</sup> Fasteners have never displayed degradation during any test at specified bolt preload.

$\frac{1}{4}$  inch socket head cap screws with small pattern washers are recommended when fastening from the Upper or Lower Ring to adjoining structures. The through holes in the Upper and Lower Rings are nominally 0.280 inches in diameter. This allows for 0.030 inches of gap between a  $\frac{1}{4}$  inch fastener and the through hole. This is beneficial in the assembly process because fasteners are easier to install, but limits the capacity of fasteners to guarantee alignment of structures to the Lightband.

For 15 inch diameter Lightbands, PSC recommends the use of reduced head diameter  $\frac{1}{4}$ -28 socket head cap screws to fasten the Lower Ring to adjoining structures. This prevents the interference between the fasteners and the Leaves described in the Lightband Operating Procedure.<sup>6</sup> The head diameter should be 0.340 inches. See Section 20.

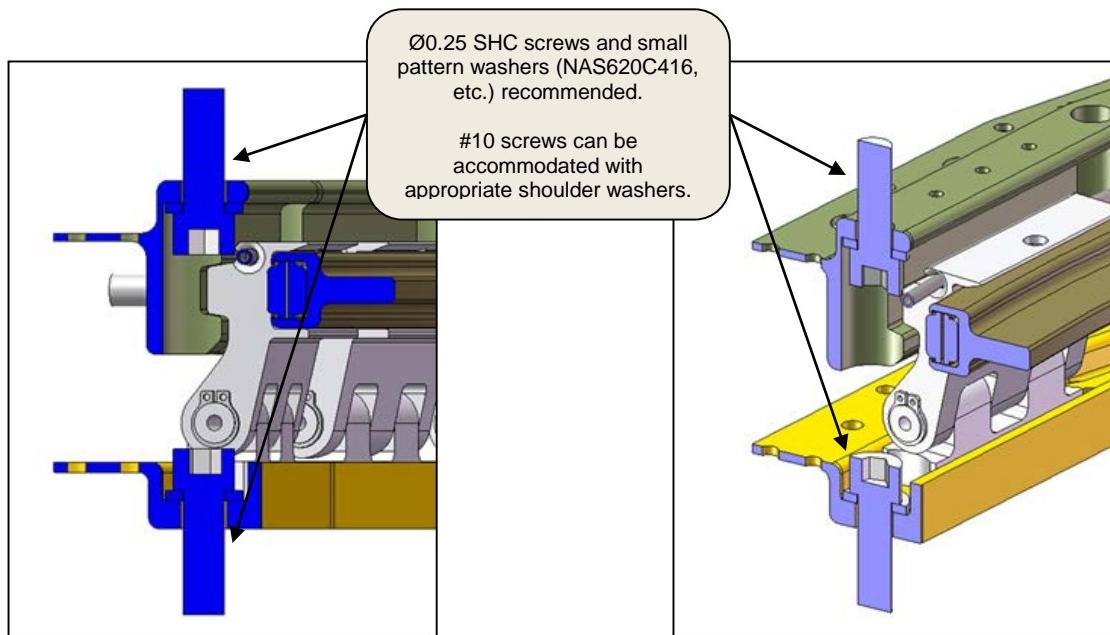


Figure 5-19: 1/4 inch fasteners from Lightband to adjoining structures

Smaller fasteners (such as #10) are also acceptable for use. Hex head fasteners will not work because there is insufficient room for tools to grip the hex head. Fasteners must be installed at every location in order to integrate the Lightband. Do not skip a bolt as this will substantially decrease strength and stiffness of the Lightband.

The thermal extremes of the bolted joint often drive the selection of fasteners. Users anticipating temperatures beyond  $+10$  to  $+50^{\circ}\text{C}$  should examine the pre-load changes associated with coefficient of thermal expansion (CTE) mismatch. In the past, missions on the Space Shuttle have driven bolted joint design to extremes because joints are expected to survive landing loads at very low temperature ( $-40^{\circ}\text{C}$ ). NASA's NSTS-08307 document outlines a thorough bolted joint analysis.

Stiffness is affected by bolted joints. Generally a greater pre-load leads to greater stiffness.

Ideally, the Lightband should be fastened to adjoining structures when the Lightband is separated. This allows easy access to the fasteners with tools. When the Lightband Rings are mated together, barely sufficient access to fasteners is available from the inside of the Lightband. It is essentially impossible to fasten a mated Lightband to adjoining structures if access to fasteners is only available from the outside of the Lightband.

<sup>5</sup> See PSC Documents 2002319A and 2002512-

<sup>6</sup> See PSC Document 2000781

## 5.11 Line Load Limits

Line loading in the  $X_{LB}$  axis arises from loads in the  $X_{LB}$  direction and moments about the  $Y_{LB}$  or  $Z_{LB}$  axis. Generally, the moments about  $Y_{LB}$  and  $Z_{LB}$  generate higher line loading than axial loads. In other words, lateral load cases are the limiting factor in strength margin.

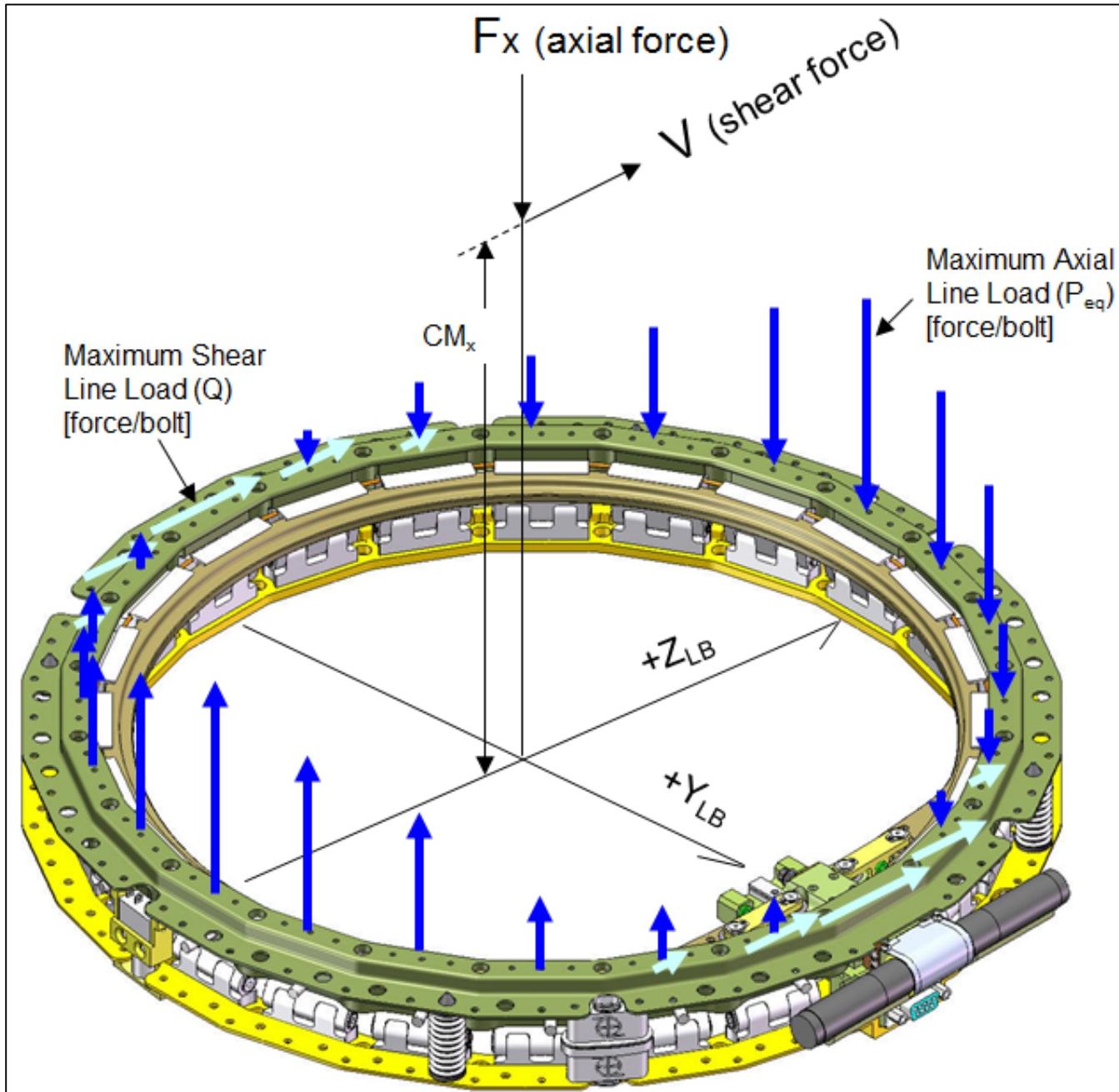


Figure 5-20: Line loading forces

Force per Bolt	Direction	Yield Limit [lb./bolt]	Ultimate Limit [lb./bolt]
$P_{eq}$	$X_{LB}$ (Axial)	1880.0	2256.0
$Q$	$Y_{LB}$ or $Z_{LB}$ (Shear)	774.0	928.8

Table 5-6: Line load limits<sup>7</sup>

In Table 5-6, the  $P_{eq}$  and  $Q$  values are conservative as no yield or cracking has ever been detected on a Lightband after test when the line load was below prescribed yield limits. Ultimate limit in the next column is determined by multiplying yield limit by the ratio of ultimate to yield stress for the materials of the Upper Ring (Al-Aly 7075-T7), Lower Ring (Al-Aly 7075-T7), and Leaf Assemblies (Al-Aly 6061-T6). The minimum ratio (1.2) is used as a conservative assumption.<sup>8</sup>

Each Leaf corresponds to through-holes for fastening to the adjoining structures. The through holes are sized for  $\frac{1}{4}$  inch socket head cap screws. PSC analysis and tests have shown that the as-designed fastener hole size and spacing is optimum for Lightband operation. On several occasions customers have opted for smaller fasteners (example: #10-32). As long as the strength of the bolted joint exceeds the line

<sup>7</sup> Per PSC Document 2002319 Rev A Lightband Loading Capability Proof Test.

<sup>8</sup> Per PSC Document 2002286 Rev D MkII MLB15.000-24 Analysis.

load, there should be no issue with a smaller fastener. All testing at PSC is performed with  $\frac{1}{4}$  inch fasteners because PSC test cells have  $\frac{1}{4}$ -28 accepting threads.

Axial line loading arises from axial ( $X_{LB}$ ) and lateral ( $Y_{LB}$  or  $Z_{LB}$ ) loading, whereas shear line loading arises from only lateral ( $Y_{LB}$  or  $Z_{LB}$ ) loading. In flight, lateral loads tend to make the greatest contribution to line loading. Maximum lateral load and axial load do not occur at the same time and standard PSC strength testing reflects this fact.

Note that PSC documentation often expresses line loading in terms of force/Leaf instead of force/bolt. Lightbands naturally have 1 less Leaf than bolt, but it is assumed that the difference in line load value from this computation method is trivial. Thus the terms force/Leaf and force/bolt are interchangeable.

Maximum axial line load is given by Equation 1:

$$P_{eq} = \frac{F_x}{n} + \frac{4VCM_x}{nD} \quad (1)$$

Where:

$P_{eq}$  is maximum axial line loading [force per bolt]

$F_x$  is axial force [force]

$n$  is the number of fasteners in the bolt circle [-] ( $n$  is one more than the number of Leaves)

$V$  is lateral force [force]

$CM_x$  is the distance from the Lightband origin to the load application point in the x direction [length]

$D$  is the bolt circle diameter [length]

Maximum shear line loading is given by Equation 2:

$$Q = \frac{2}{n} \left( V + \frac{M_x}{D} \right) \quad (2)$$

Where:

$Q$  is the maximum shear line load [force per bolt]

$V$  is the lateral force [force]

$n$  is the number of fasteners in the bolt circle [-] ( $n$  is one more than the number of Leaves.)

$D$  is the bolt circle diameter [length]

$M_x$  is the maximum applied torsional moment about the  $X_{LB}$  axis (Typically negligible in flight loading.)

The values in Table 5-6 were calculated by applying loads produced by Equation 1 and Equation 2 to a Lightband in strength test. As such, these values incorporate any peaking associated with the discontinuity of the Motor Bracket assembly. Because the Motor Bracket is located in the space of one Leaf Assembly, the distribution of load is discontinuous at the Motor Bracket Assembly. By application of Equation 1 and Equation 2, you are naturally incorporating the load peaking associated with the Motor Bracket Assembly. Therefore you do not need to additionally apply a peaking factor for that purpose.

Engineers frequently use PSC Document 2001097 *Line Load, Velocity, and Tip-Off Calculator* to automate loading computations. See Figure 5-21.

Line Load Calculator			
Axial Acceleration [g] (Lightband X)	7.0		
Lateral Acceleration [g] (Lightband Y or Z)	3.0		
Factor of safety [-]	1.25		
Mass [lb]	1,100		
Axial Force ( $F_x$ ) [lbf]	9,625		
Lateral Force ( $V$ ) [lbf]	4,125		
Number of Fasteners ( $n$ ) [-]	60		
Center of mass from Lightband C/S. ( $CM_x$ ) [in]	30		
Bolt Circle Diameter ( $D$ ) [in]	38.81		
Moment [in lb]	123,750		
	Max Actual	Allowable	Margin [-]
Maximum Axial Line Load ( $P_{eq}$ ) [lbf/bolt]	373.0	1,880.0	4.04
Maximum Shear Line Load ( $Q$ ) [lbf/bolt]	137.5	774.0	4.63

Figure 5-21: Line load calculator example (a 1,100 pound satellite mounted on a MLB38.810)<sup>9</sup>

<sup>9</sup> From PSC Document 2001097-

It is useful to observe that the Lightband behaves structurally like a thin-walled cylinder when stowed. Line loading may peak in areas where stiffness peaks. For example, if you use a MLB15.000 on a rectangular satellite that has 15 x 15 inch base plate, line loading is expected to peak at the midpoint of the sides because the stiffest region is at the midpoints. Engineers should design structures to the maximum allowable line load of the adjoining structures and ideally have a design that minimizes the extremes of line loading. Such a design is also structurally efficient as shown in the cylindrical satellite shape on the right side of Figure 5-22. Bolted joints to adjoining structures should be designed (at a minimum) to react the expected line loads.

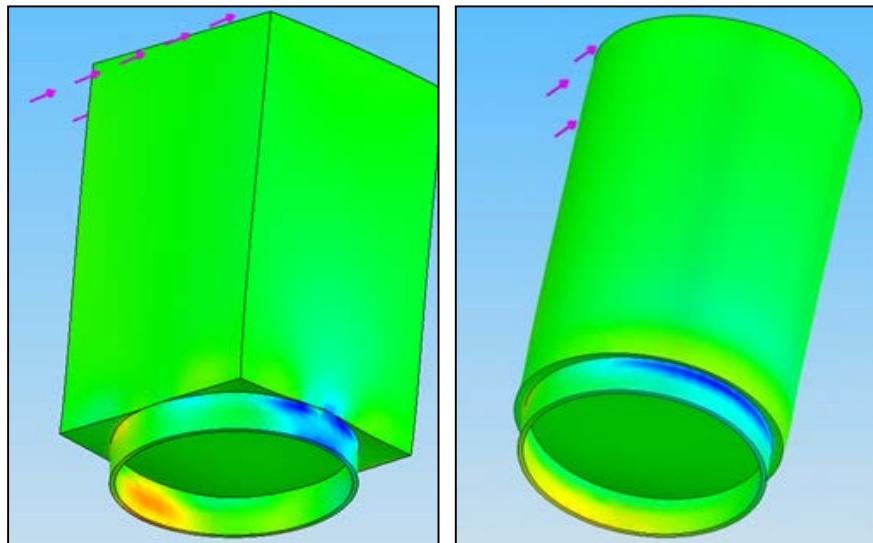


Figure 5-22: A round separation system and a square satellite can create high line loading

## 5.12 Flatness and Parallelism

Prior to joining to the Lightband, the surfaces adjoining the Lightband should be flat to the specification defined in Table 5-1.



Figure 5-23: A Lightband attached to a launch vehicle cone

When the adjoining vehicles are extremely warped or surfaces are not parallel, an attempt to join the separation system to both adjoining structures may simply break the Lightband. Joining a separation system to only one adjoining structure will generally not increase stress because separation systems are designed to be more flexible than adjoining structures.

It may be tempting to design flexible features to attenuate stress exhibited in the warped structures that are joined. However, this can lead to an unacceptably low stiffness and first mode frequency of the entire system. To achieve both a low stress and high stiffness system, flatness of the adjoining structures must be controlled.

Isolation systems like Moog CSA Engineering's SoftRide intentionally add flexibility to joints to attenuate response. Furthermore, isolation systems offer an additional benefit in the substantial relaxation of adjoining structure flatness requirements.

Finite element models (FEMs) nominally assume perfect flatness of adjoining structures. Therefore, FEMs can obscure this potentially significant reduction in structural margin.

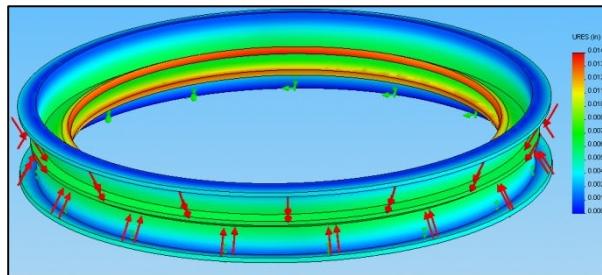


Figure 5-24: FEM simulates a clamp band separation system via radially inward preload from band tension. Warping can result.

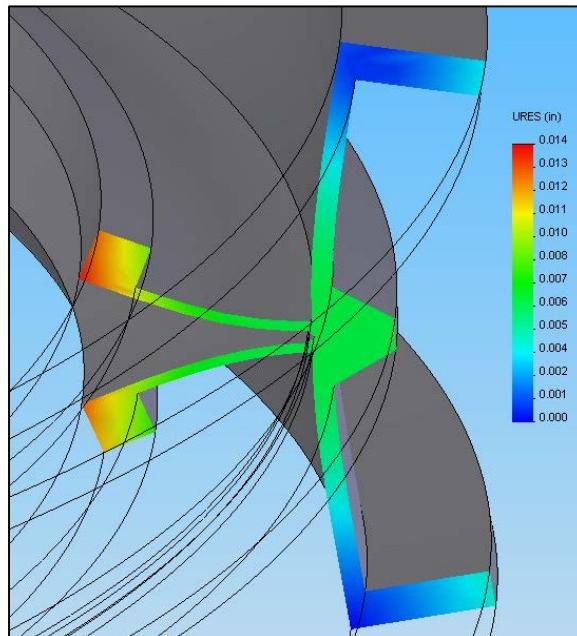


Figure 5-25: A deflection of 0.004 inches at the interface to adjoining structures is created by preload

Lightbands and Clamp Bands embody the perverse nature of mechanical assembly; not only do they warp in proportion to preload, but a warp applied to them can affect their preload. Critically, as many mechanisms engineers have observed in test, the structural performance (strength and stiffness) is highly correlated to preload. PSC engineers often observe changes in internal strain as structures are joined to the Lightband. A 20% change in preload as the separation system is fastened to an adjoining structure has been observed.

Easily-fabricated structures adjoining separation systems may be expensive to make flat. Alternatively, structures that may be expensive to fabricate can be easy to make flat. For example, a thrust cone that interfaces the final stage engine to the launch vehicle can be easily made by riveting machined rings to conical sheets. The riveting process can stress the thrust cone. This may manifest itself as warping (a lack of flatness) when the riveted structure is removed from its much more rigid tooling. To attain flatness requirements, the riveted structure must be machined or shimmed at additional cost. As a more expensive option, the thrust cone could be directly machined from a conical forging ensuring flatness requirements are met.

Engineers should consider the fact that all manufacturing and joining processes (riveting for assembly, fastening to adjoining structures, curing of composites) increase strain energy and thus will warp structures.

### 5.13 Damping Ratio

Damping ratio may be used to calculate the response of a structure attached to the Lightband. A greater damping ratio reduces the response of the system at vibratory resonance. To estimate the damping ratio of the Lightband, results of vibration tests of the Lightbands with mass mock-ups attached were used.

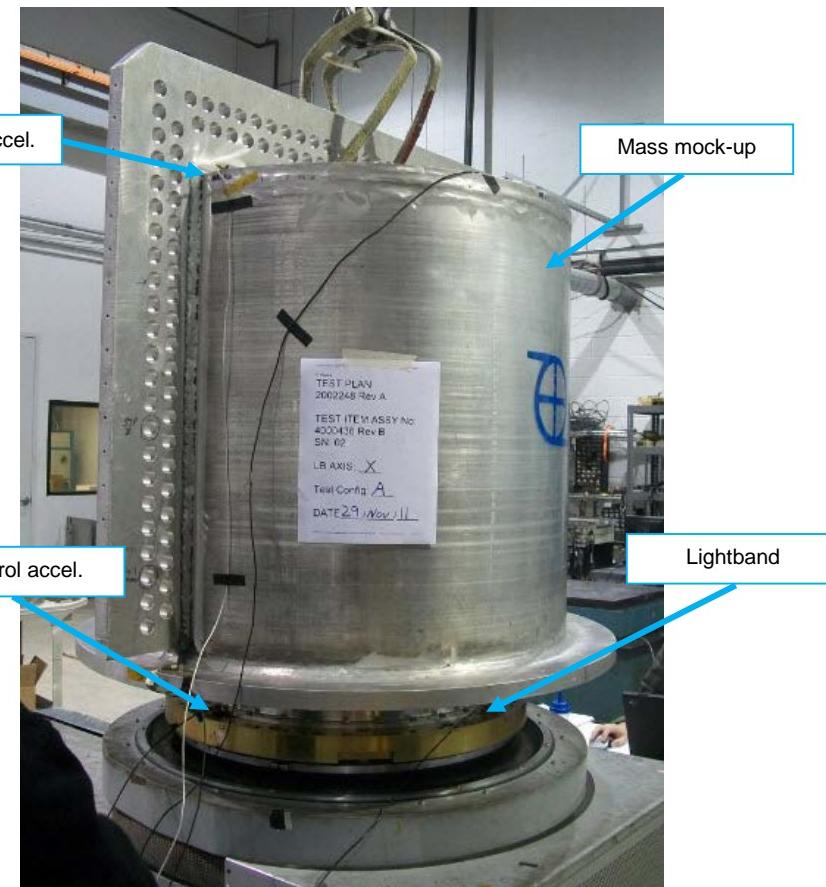


Figure 5-26: Vibration test of a Lightband with a mass mock-up

Since the damping of the mass mock-up and the many bolted joints is included, the measured damping ratio must be higher than the Lightband damping. To arrive at a conservative recommended Lightband damping ratio, the test-measured damping ratios were reduced by 50% to arrive at the recommended values at shown in Table 5-7.

	$X_{LB\text{-Axis}}$	$Y_{LB\text{-Axis}}$	$Z_{LB\text{-Axis}}$
Measured damping ratio (d)	0.025	0.069	0.063
Recommended damping ratio (d)	0.013	0.035	0.032

Table 5-7: Damping Ratio

The damping ratio can be calculated if one knows the quality factor,  $q$ , of a system's response at resonance. Quality factor is the ratio of output response level to the input level. In this case the input and output levels are of the unit gravitational force. The quality factor is defined in Equation 3.

$$q = \frac{1}{2d} \quad (3)$$

Where:

$d$  is the damping ratio

## 5.14 SoftRide and Lightband

The SoftRide Isolation System is a spacecraft vibration and shock isolation system designed to reduce launch vehicle-induced loading on the spacecraft. SoftRide is a patented product of Moog CSA Engineering ([www.csaengineering.com](http://www.csaengineering.com)). It has been flown successfully at least 19 times, including 6 flights with Lightbands (on the XSS-11, TacSat-2, -3, -4, IBEX, FalconSat-3, and GRAIL missions).

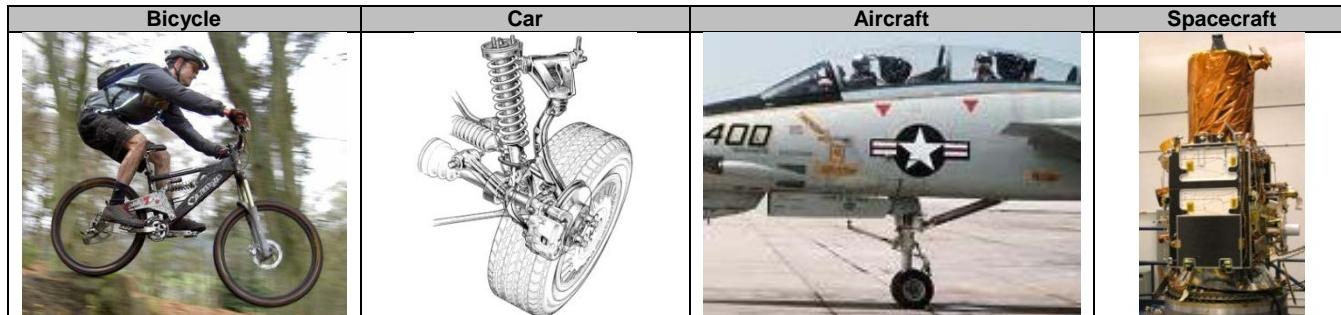


Table 5-8: Valuable payloads are isolated from detrimental external loading using spring-damper (isolation) systems

SoftRide Systems have several benefits when used in conjunction with the Lightband:

1. Substantially reduce flight loads into the payload such as engine transients, random vibration, and shock.
2. Substantially reduce risk by isolating the payload from unanticipated launch load events.
3. Substantially increase damping. SoftRide damping ratio range is 3% to 25% depending on the needs of the mission.
4. Reduce stiffness requirements of the space vehicle because there is less value to a very stiff bus if it is sitting on a very flexible isolation system.
5. Reduce flatness requirements of adjoining vehicles because the isolation system is flexible.
6. Ease integration of the Lightband by eliminating the need to stow the Lightband to join the satellite to the launch vehicle. With the isolation system attached to the already stowed Lightband, integration can occur by simply fastening the launch vehicle to the isolation system.

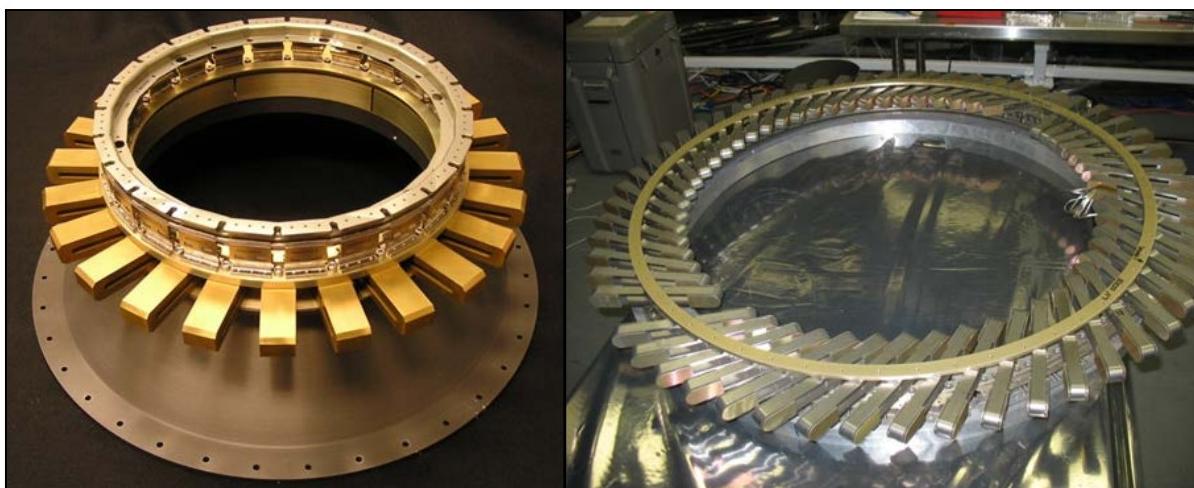


Figure 5-27: SoftRide used on a MLB15 and MLB38 inch Lightband

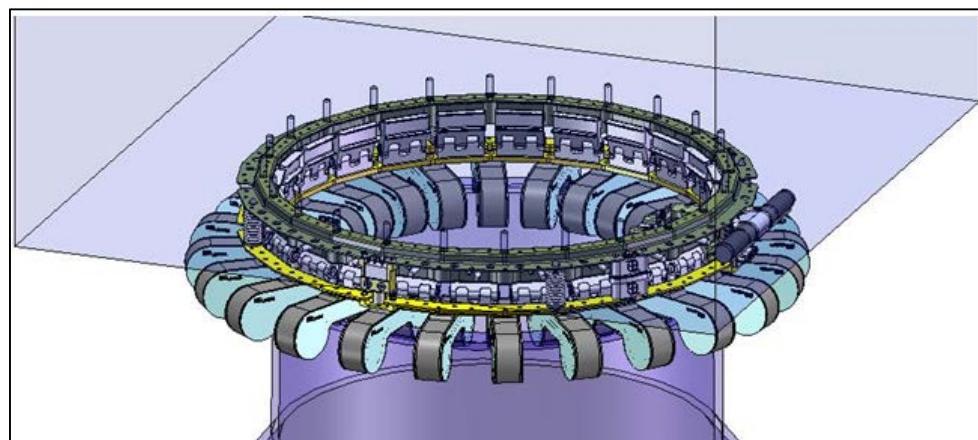


Figure 5-28: A rendering of CSA's SoftRide OmniFlex which isolates the satellite from the launch vehicle loads

Isolation systems add mass that is usually negligible compared to the spacecraft mass. In fact, the mass added by SoftRide is often nullified because the Lightband has a lower mass than other separation systems. Isolation systems require a displacement stroke in order to attenuate dynamic loads. Typical axial strokes in-flight have been in the 0.2 to 0.4 inch range. Lower frequency, higher-performing isolation systems require more stroke than higher frequency isolation systems.

## 5.15 Fatigue Limits

Fatigue failure is generally defined as failure due to cyclic loading. Fatigue failure is typically manifested in a flight stack as a loss of preload in fasteners, a breakdown of surface treatments at separable interfaces, or cracking of materials. Fatigue can be induced by static loads, sine vibration, random vibration, and shock impulses. It can be locally amplified when dissimilar structures (ex. round to square) are joined to the Lightband. The Lightband's fatigue limit in relation to applied line load is shown in Figure 5-29.

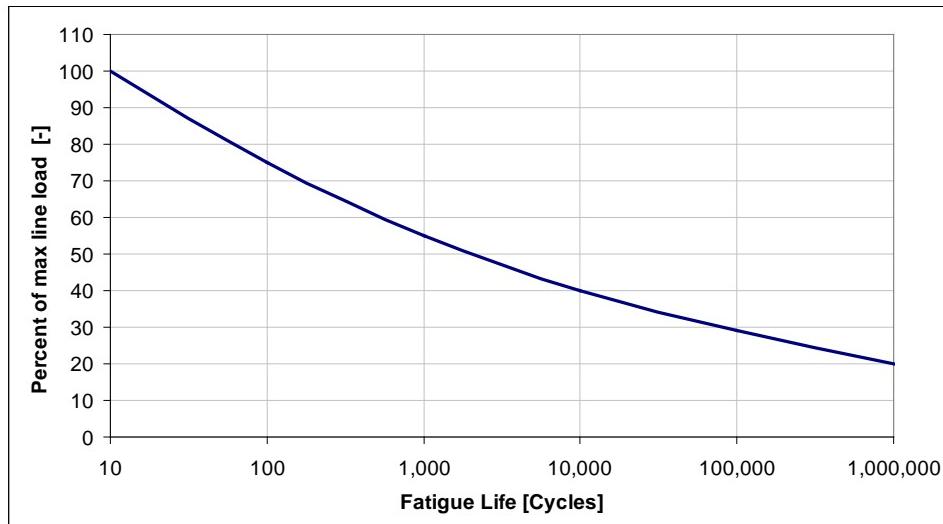


Figure 5-29: Lightband fatigue limits and line loading

## 5.16 Deploy and Stow Cycle Life

The Lightband can be stowed and deployed 60 times before inspection by PSC is required. This includes about 25 separation tests that PSC completes prior to shipping to the customer. Thus, the customer may typically separate the Lightband about 35 times.

Stowing is much more strenuous on the Motor Bracket Assembly than deploying. The Lightband's Motor Assembly consumes about 60 Joules of energy when stowing while it only consumes about 3 Joules when deploying. After the 60<sup>th</sup> cycle, the Lightband must be inspected by PSC Engineers to determine the wear rate and the amount of lubrication remaining. Using the minimum voltages on all operations maximizes the Lightband's cycle life. Lower voltages produce lower currents meaning torque and stresses in the parts connected to the Motors are minimized. In qualification and development testing, the Lightband has been shown to reliably stow and deploy several hundred times while simultaneously being exposed to extreme temperature cycling (-25 to +90°C).

## 5.17 Alignment

### Aligning Upper Ring & Lower Ring

Several features act sequentially to guarantee alignment of the Upper and Lower Ring prior to the stow event. In order of operation these features are:

1. The Separation Spring's conical tip mates with the Upper Ring's accepting holes. The telescoping features of the Separation Springs guide for about 0.6 inches of travel.
2. The cut-out for the Motor Bracket Assembly in the Upper Ring only allows one rotary orientation of the Upper Ring.
3. The polymer guide pins in the Separation Connector halves mate together.
4. The shells of the Separation Connector (if attached) align.
5. The shear pins of the Upper Ring and their accepting grooves in the upper link of the Leaves align together.
6. The Leaf lips align with their accepting grooves in the Upper Ring.

It is estimated that the variation in alignment in the above process is about 0.001 inches in any direction

### Aligning with adjoining structures

The bolt patterns of the Upper and Lower Rings are concentric to within 0.01 inches when the Lightband is stowed. The rotational tolerance of the Upper and Lower Ring is 0.1 degrees when stowed.

Aligning the Lightband to another structure can be accomplished by using flat head fasteners when the adjoining structure is threaded or gage pins when the adjoining structure has a flange with through holes. A flat head fastener has a conical feature that tends to force alignment. However, flat head fasteners should not be used to permanently fasten the Lightband to an adjoining structure. A gage pin of  $0.275 \pm 0.005$  inch diameter is the nominal diameter that would form a slip fit to the holes on the Lightband.

## 5.18 Materials and Surface Treatments

Material surface finish may be used to determine rates of radiative heat transfers and surface charging of the Lightband and attached structures. All materials in the Lightband are low out-gassing as defined by ASTM-E-595: total mass loss (TML) is less than 1.0% and a collected volatile condensable materials (CVCM) is less than 0.1%. All of the materials in the primary load path are highly resistant to stress corrosion cracking (SCC) as defined by MSFC-STD-3029.

Item	Component Name	Part Number	Material	In Primary Load Path?	Highly Resistant to SCC (1)	Magnetic?	Surface Finish	Vendor
1	Lower Ring	Varies by diameter	Al-Aly 7075-T7351 per AMS-QQ-A-250/12 or AMS 4078	Y	Y	N	Chem Conv, color gold, per Mil-DTL-5541, Cl 3	PSC
2	Upper Ring	Varies by diameter	Al-Aly 7075-T7351 per AMS-QQ-A-250/12 or AMS 4078	Y	Y	N	Hard Anodize per MIL-A-8625, Type III, Class 1	PSC
3	Lower Hinged Leaf	4000391	Al-Aly 6061-T6 per AMS-QQ-A-250/11	Y	Y	N	Electroless Nickel per AMS-C-26074, Class 4, Grade B	PSC
4	Upper Hinged Leaf	4000392	Al-Aly 6061-T6 per AMS-QQ-A-200/8	Y	Y	N	Electroless Nickel per AMS-C-26074, Class 4, Grade B	PSC
5	Hinged Leaf Pin	4000369	Al-Aly 6061-T6 per AMS-QQ-A-250/11	Y	Y	N	Electroless Nickel per AMS-C-26074, Class 4, Grade B	PSC
6	Leaf Retaining Ring	Proprietary	PH 15-7 Mo Stainless Steel	N	-	Y	-	varies
7	Retaining Ring	Varies by diameter	Al-Aly 6061-T6 per AMS-QQ-A-250/11	N	-	N	Hard Anodize per Mil-A-8625 Type III, Class 1	PSC
8	Motor Bracket	4000394	Al-Aly 6061-T6 per AMS-QQ-A-250/11	N	-	N	Hard Anodize per Mil-A-8625, Type III, Class 1	PSC
9	Sliding Tube	4000395	Al-Aly 7075-T7351 per AMS-QQ-A-250/12	N	-	N	Hard Anodize per Mil-A-8625, Type III, Class 1	PSC
10	Link Pin	4000496	A-286 per AMS 5732 or 5737	N	-	N	Passivate per AMS-QQ-P-35 Type II	PSC
11	Ball Screw	Proprietary	Alloy Steel or 17-4 PH Stainless Steel	N	-	Y	-	Proprietary
12	Rail	4000493	400 Series Stainless Steel	N	-	Y	-	Proprietary
13	Ball Nut	Proprietary	Alloy Steel or 17-4 PH Stainless Steel	N	-	Y	-	Proprietary
14	Bevel Gear	4000494	300 Series Stainless Steel	N	-	N	-	Proprietary
15	Bevel Gear	4000495	464 Brass	N	-	N	-	Proprietary
16	Motor Support	4000509	Al-Aly 6061-T6 per AMS-QQ-A-250/11	N	-	N	Hard Anodize per Mil-A-8625, Type III, Class 1	PSC
17	Motor	4000529	Al, SST, Cu, Delrin, Neodymium	N	-	Y	Black anodize	Maxon
18	Spherical Plain Bearing	Proprietary	Carbon Chromium Steel	N	-	Y	MoS2	Proprietary
19	Link	4000434	Al 7075-T7351 per AMS-QQ-A-250/12	N	-	N	Chem Conv, color gold, per Mil-DTL-5541, Cl 3	PSC
20	Link Retaining Ring	Proprietary	PH 15-7 Mo Stainless Steel	N	-	Y	-	varies
21	Gear Cover	4000440	300 Series Stainless Steel	N	-	N	-	PSC
22	Stow End Plate	4000491	Al-Aly 7075-T7351 per AMS-QQ-A-250/12	N	-	N	Chem Conv, color gold, per Mil-DTL-5541, Cl 3	PSC
23	Deploy End Plate	4000492	Al-Aly 7075-T7351 per AMS-QQ-A-250/12	N	-	N	Chem Conv, color gold, per Mil-DTL-5541, Cl 3	PSC
24	Limit Switches	Proprietary	Valox 420 Phenolic, SST, Silver	N	-	N	-	Honeywell
25	Link Plug	4000443	Viton Rubber	N	-	N	-	PSC
26	Linear Way	Proprietary	300 & 400 Series Stainless, 440C	N	-	Y	-	Proprietary
27	Angular Contact Bearing	Proprietary	400 Series Stainless	N	-	Y	-	Proprietary
28	Assorted Shims	varies	Stainless Steel, Steel	N	-	Y	-	Proprietary
29	Wire	M22759/33-22-9	Cu coated Silver w/ PTFE	N	-	N	-	varies
30	Spring Plunger	Proprietary	300 Series Stainless & Delrin	N	-	Y	-	Vlier
31	Ring Roller	4000398	Al 6061-T6 per AMS-QQ-A-200/8 or 225/8	N	-	N	Hard Anodize per Mil-A-8625 Type III, Class 1	PSC
32	Leaf Shear Pin	Proprietary	18-8 Stainless Steel	Y	-	Y	-	McMasterCarr
33	Separation Spring	4000307	300 Series Stainless & Delrin	N	-	N	-	PSC
34	Separation Connector	4000106 & 4000107	Al-Aly 6061-T6 per AMS-QQ-A-250/11, Vespel SP-1, BeCu	N	-	N	Electroless Nickel per AMS-C-26074, Class 4, Grade B	PSC
35	Separation Switch	4000383	Al-Aly, Stainless Steel, Gold	N	-	N	Chem Conv, color gold, per Mil-DTL-5541, Cl 3	PSC
36	Roller Spring	Proprietary	300 Series Stainless Steel	N	-	Y	-	Proprietary
37	Roller Spring Base	4000426	300 Series Stainless Steel	N	-	N	Passivate per AMS-QQ-P-35 Type II	PSC
38	Roller Spring Slider	4000427	300 Series Stainless Steel	N	-	N	Passivate per AMS-QQ-P-35 Type II	PSC
39	Leaf Fasteners	Proprietary	A-286	Y	-	N	-	varies
40	Assorted Fasteners	-	A-286, 300 Stainless, Alloy Steel	N	-	N	-	varies
41	9 Pin Connector	HDC9S2000S	Bronze, Stainless, Glass Filled DAP, Gold	N	-	N	-	Positronic Ind.
42	Leaf Retaining Cord	4000629	302 Stainless Steel per AMS 5688	N	-	N	-	PSC
43	Staking Compound	Arathane 5753 A/B (LV)	-	N	-	N	-	Huntsmann
44	Vacuum Grease	Braycote 601EF	-	N	-	N	-	Castrol
45	Dry Lubricant	-	Molybdenum Disulfide Powder	N	-	N	-	varies

(1) Per MSFC-STD-3029

Table 5-9: Lightband materials and surface treatments<sup>10</sup>

<sup>10</sup> Source: PSC Document 2000849A MLB Materials and Surface Finish List

## 5.19 Part Marking

Each Lightband is marked with its assembly number, serial number, and coordinate system on both Upper and Lower Rings. PSC does not provide customer specified part marking, tagging, or bagging.

## 5.20 Subsystem Weights

Subsystem	PSC part number	Unit Weight [lb.]	Remark	Graphic
Upper Separation Connector	4000107	0.025	The Upper Connector may be placed on either the Upper or the Lower Ring of the Lightband. Includes mounting hardware. See PSC Document 2001025.	
Lower Separation Connector	4000106	0.025	See above.	
Separation Spring	4000307	0.032	Includes mounting hardware.	
Separation Switch main body	4000383	0.039	Includes mounting hardware. See PSC Document 2002205.	
Separation Switch bracket	4000383	0.006	The bracket reacts the force of the plunger. Includes mounting hardware.	
Roll Bracket Assembly	4000585	0.090	Induces rotation about X <sub>LB</sub> axis.	
Lightband Compression Tool Assembly	4000637	0.010 (each, not per pair)	Suggested quantity is 1 pair per Separation Spring. Includes mounting hardware. Does not include tie wrap.	

Table 5-10: Subsystem Weights

## 5.21 Component Spring Parameters

Several Lightband subsystems contain springs that effect separation velocity. Extensive testing has shown about 90 percent of the spring energy shown in the table below is available to create separation velocity. It is assumed that the missing 10 percent of the stored energy is converted to heat from the effect of sliding friction during the separation event.

Spring	Spring Constant [N/mm]	Stroke [mm]	Force Before Separation [N]	Force After Separation [N]	Stored Energy [J]	Remark	Graphic
Separation Spring	4.08	21.06	88.9	0.0	1.020 (±10%) <sup>11</sup>	Used to create the separation velocity. Has telescoping features. PSC PNs 2001071 and 2001065	
Spring Plunger	11.4	3.18	48.8	12.8	0.138	These springs push the Leaves out of the Upper Ring. They do not influence separation velocity. Typically one spring plunger is used per Leaf Assembly.	
Separation Connector	1.9	3.30	12.4	6.2	0.051	Data for mated pair. Each connector has 15 spring plunger contacts	
Separation Switch	3.3	3.84	16.5	3.9	0.054	Each Switch houses one spring plunger.	

Table 5-11: Spring parameters

<sup>11</sup>Monte Carlo analysis (PSC document 2001071) was used to determine this tolerance. It includes variations in stiffness, spring dimensions and assembly dimensions. This variation is eliminated by virtue of measurement of kinetic energy during separation reliability testing.

## 5.22 Rotation Rates, Separation Velocity, and Separation Springs

Rotation rates are induced by the distance between the CM and the center of the spring force. Rotation rates may be about any axis of a space vehicle as a result of the separation event. When rotation rates are to be minimized, the nominal requirement is  $0.0 \pm 1.0$  degree per second per axis.

When the sum of the Separation Spring force is not acting through the center of mass of the adjoining structure, rotation rates will result. Rotation rates can be estimated via Equation 4. There are many variables that contribute to this rate and several simplifying assumptions have been made to compensate. Only Separation Reliability testing can produce verifiable values for rotation rates.

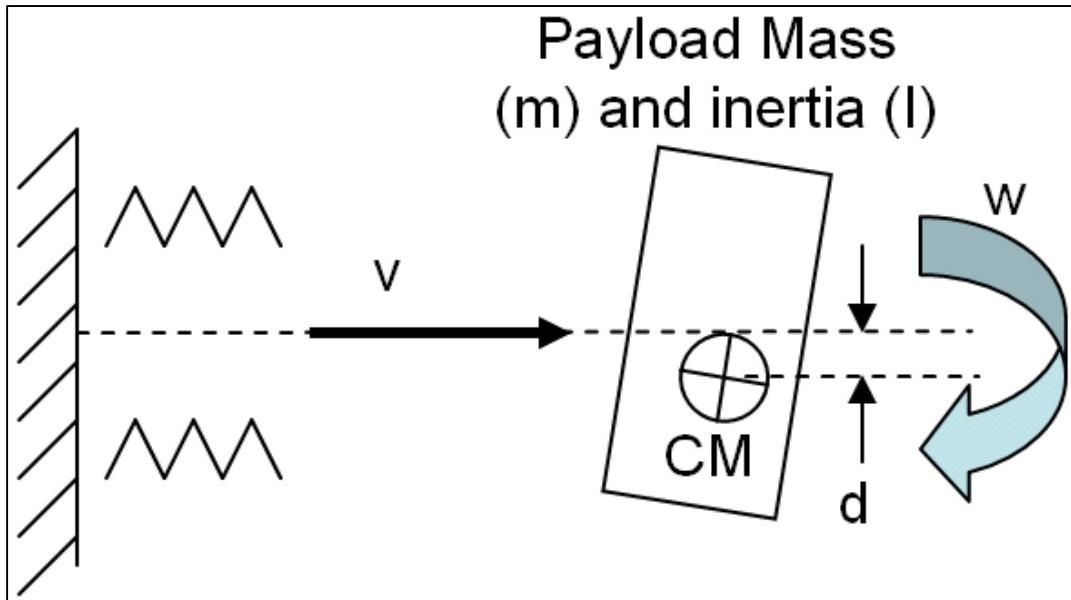


Figure 5-30: CM offset and rotation rate

$$w = \frac{mv}{I} \quad (4)$$

Where:

**w** is the rotation rate [angle per unit time]

**m** is the mass of the payload

**v** is the relative velocity

**d** is the distance between the CM and the resultant location of the Separation Springs

**I** is the mass moment of inertia about the center of mass of the separating vehicle.

Equation 4 assumes the adjoining vehicle is many times more massive (greater than 10X) and has many times more inertia (>10x) than the separating vehicle. It also assumes the pre-separation rates are all zero.

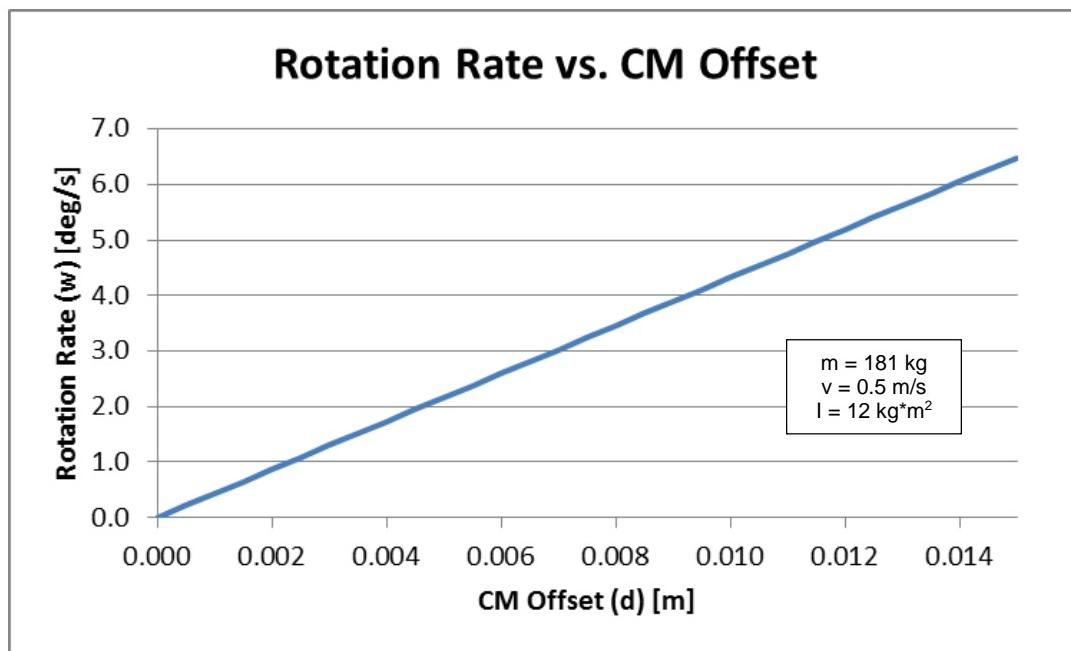


Figure 5-31: An illustration of Equation 4

The Separation Spring configuration may be adjusted on the Lightband so the Springs, as a sum, push through the CM. However it may be easier to move the CM. The lower the  $v$  required, the lower the rotation rates.

Sometimes rotation rates are desired as this may beneficially produce even solar heating, dynamically stabilize the vehicle, or counter pre-separation rates. In such cases, relocating the Separation Springs to one side of the CM or allowing the CM offset ( $d$ ) to be significant affects the desired rotation rates.

$$v = \left( \frac{2nES(m + M)}{mM} \right)^{1/2} \quad (5)$$

$$S = \frac{mM}{m + M} \times \frac{v^2}{2nE} \quad (6)$$

Equation 6 can be used to calculate the number of Separation Springs required given a particular desired delta velocity between the payload and the final stage.

Where:

**S** is the number of Separation Springs required

**m** is payload mass

**M** is final stage mass

**v** is the relative velocity between m and M ( $\Delta V$ )

**n** is the efficiency (kinetic energy after separation/stored strain energy before separation)

**E** is the stored potential energy of a Separation Spring that is converted to kinetic energy manifested as **v**.

The efficiency term '**n**' accounts for the losses in the Lightband during separation. Testing at PSC has shown  $n = 0.90 \pm 0.03$ .

The stored potential energy of a Separation Spring term is a constant for PSC-produced Springs. Previous testing has shown that  $E = 1.02 \pm 0.10$  J.

Observe that as **v** increases, the quantity of and mass from Separation Springs increases with the square of the kinetic energy after separation. The allowable quantity of Separation Springs varies by Lightband diameter. See Table 5-1. The minimum number of Separation Springs should be six (6) regardless of Lightband diameter to assure reliable separation.

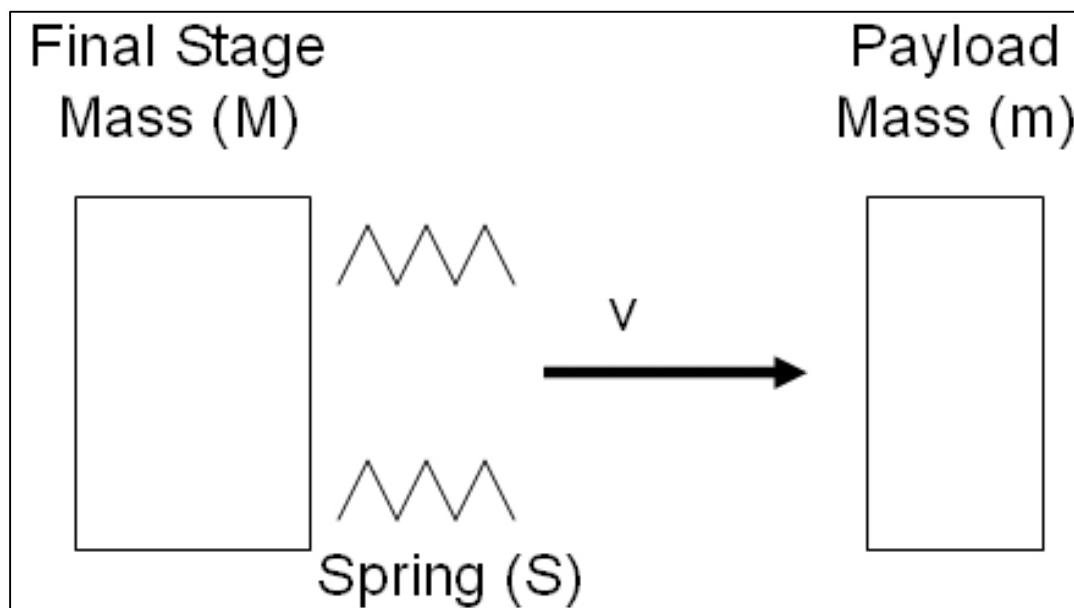


Figure 5-32: The relative velocity,  $v$ , is created by the Separation Springs (S)

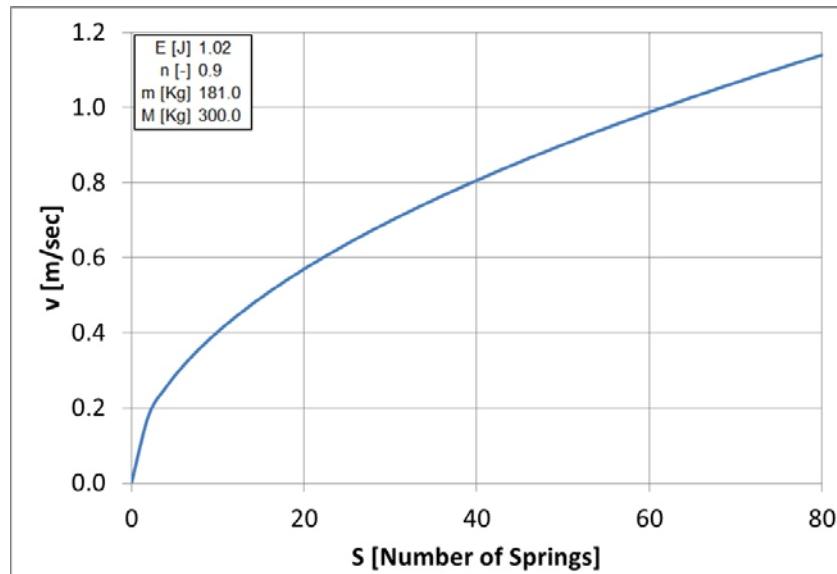


Figure 5-33: Spring quantity required increases with the square of velocity

The location of Separation Springs, Connectors, and Switches need not be symmetric to minimize rotation rates. Sometimes PSC engineers will modify the location (configuration) of Separation Springs to null out rotation rate torques during Separation Reliability tests. This tuning process is done when flight hardware is acceptance tested. See Section 15.1.3. This testing is performed on all flight Lightbands. Figure 5-34 is a sample of Separation Reliability test results on an MLB11.732-18.

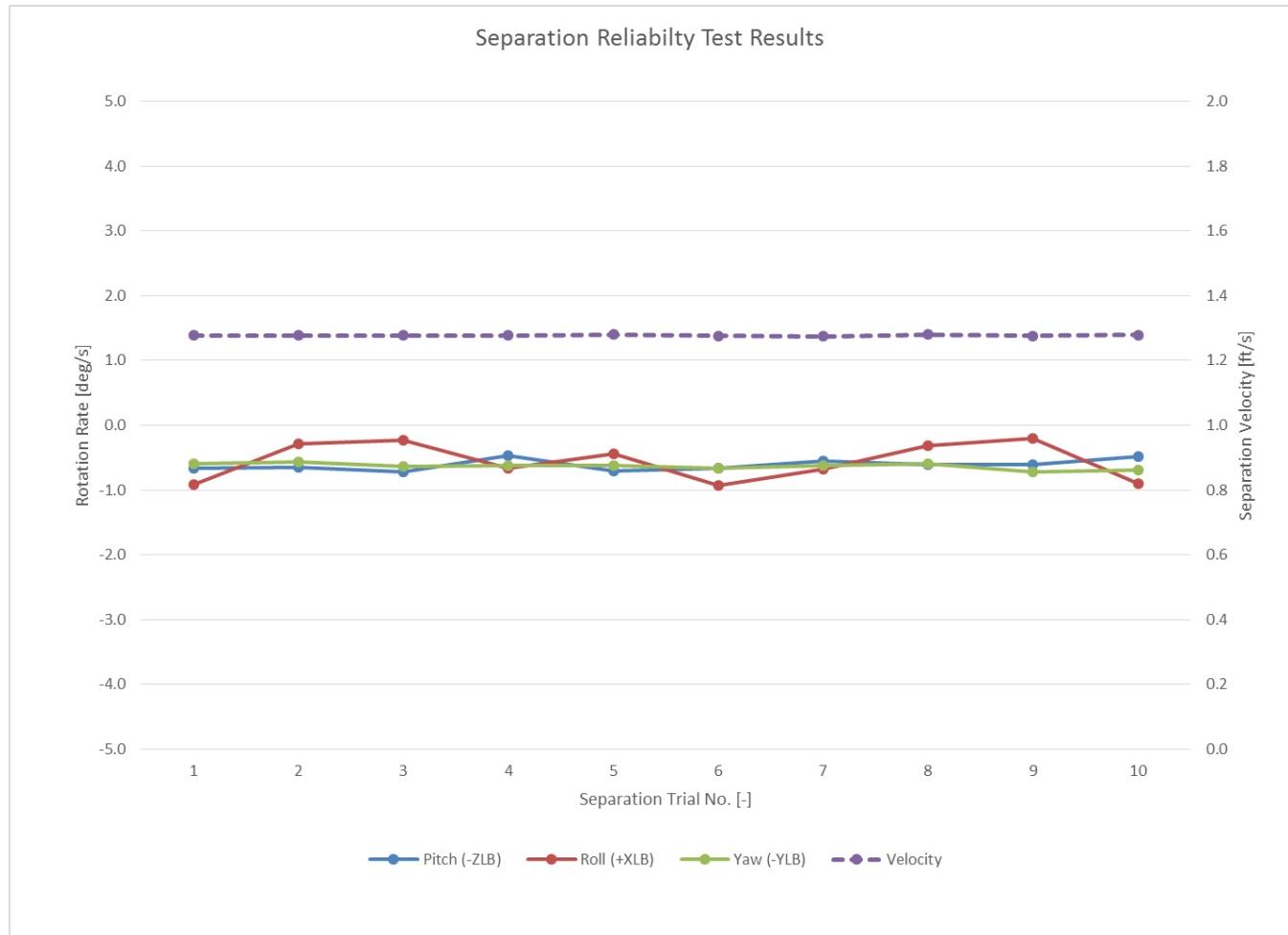


Figure 5-34: Example of test results from separation reliability test (performed on an MLB11.732)

When several payloads are on the same launch vehicle, engineers can minimize the possibility of re-contact by varying the separation velocity and direction. This can be a complex calculation! Angling the payloads so they push through the center of mass reduces rotation rate torques and the possibility of re-contact. See Figure 5-35.

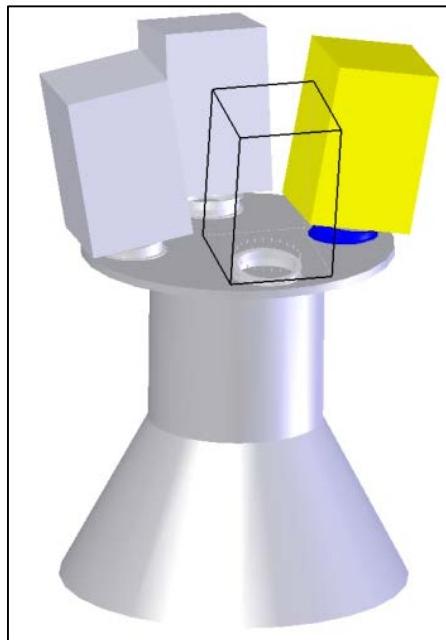


Figure 5-35: Simulated view of several payloads on the same launch vehicle

## 6. Electrical Properties

### 6.1 Schematics

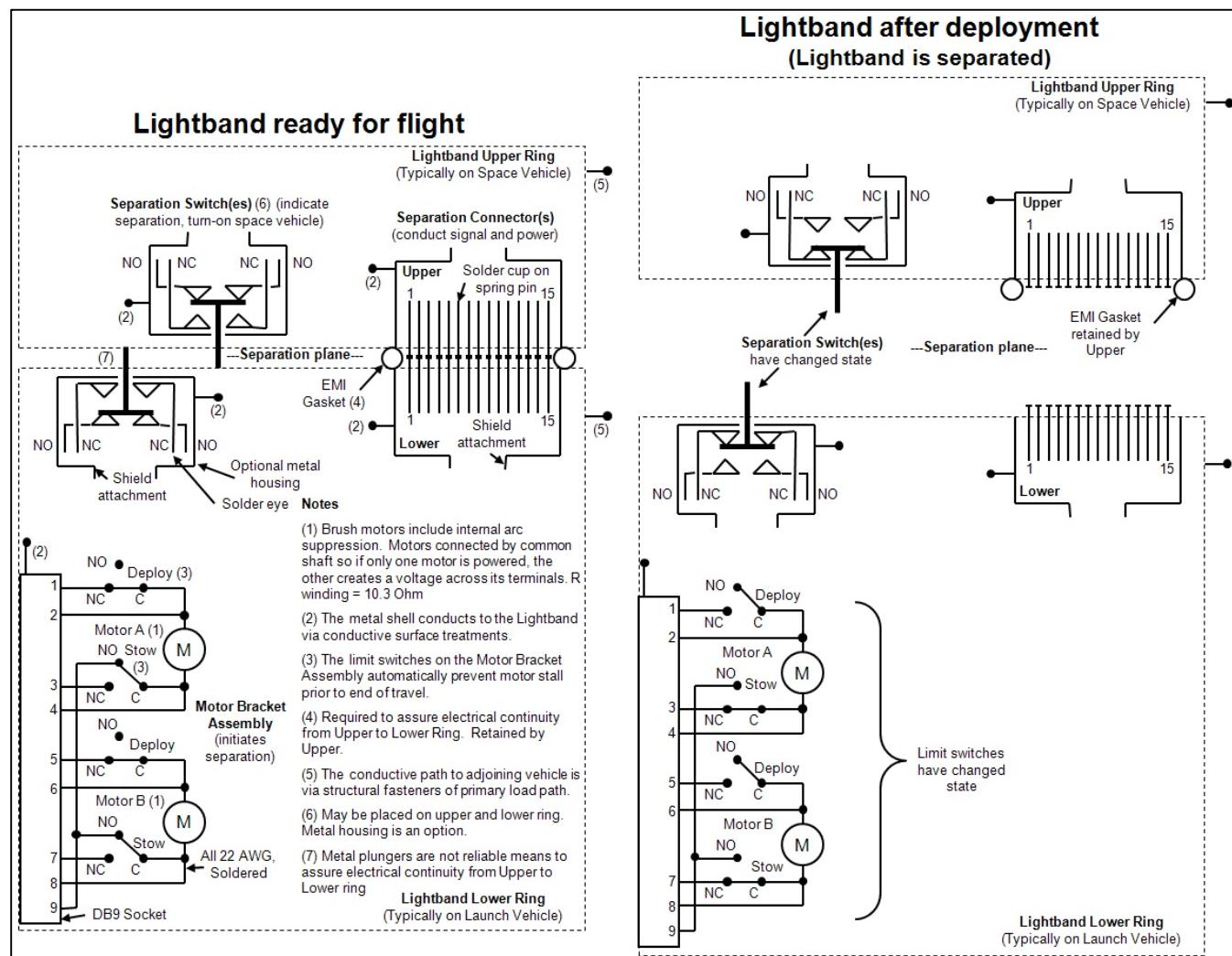
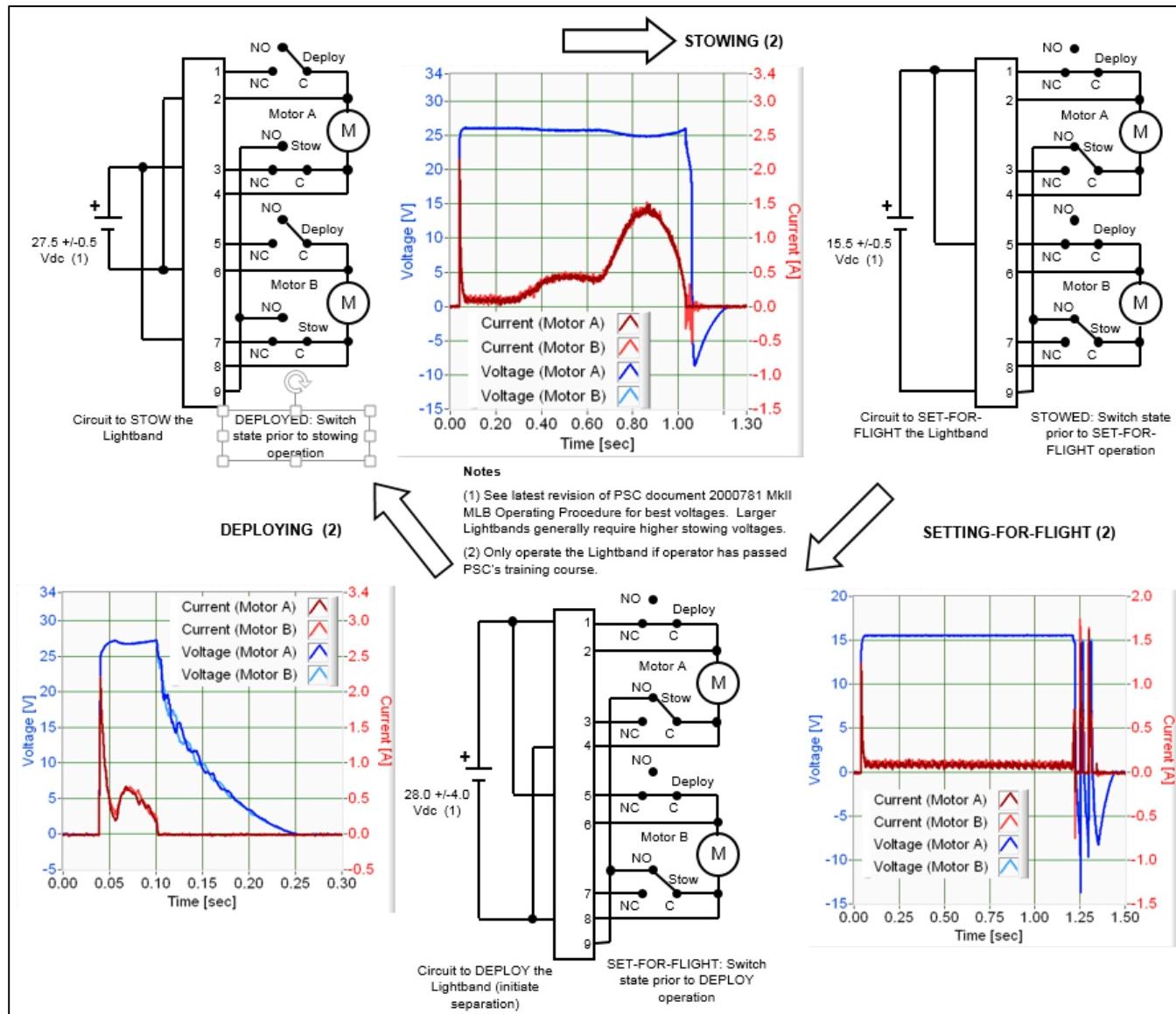


Figure 6-1: Lightband Schematic<sup>12</sup>

<sup>12</sup> The DB-9 connector and the Motor cases are electrically grounded to the Lower Ring.

Figure 6-2: Schematics to stow, set-for-flight and deploy<sup>13</sup>

## 6.2 The Motor Bracket Assembly

The Motor Bracket Assembly is the initiator of the Lightband. Providing it with sufficient power will cause separation of the Lightband when the Lightband is stowed. The DB-9 socket connector is permanently fastened to the Motor Bracket Assembly.

The Motors are DC brush (precious metal commutation). They contain permanent magnets. The manufacturer is Maxon Motors US and the part number is RE16-118686. A version of this motor is used to operate the Martian Rover "Sojourner".

The Motors are physically connected to each other via bevel gears. Both should be simultaneously powered to induce Lightband separation. However, one motor alone will power the Lightband to cause separation as a redundancy mechanism.

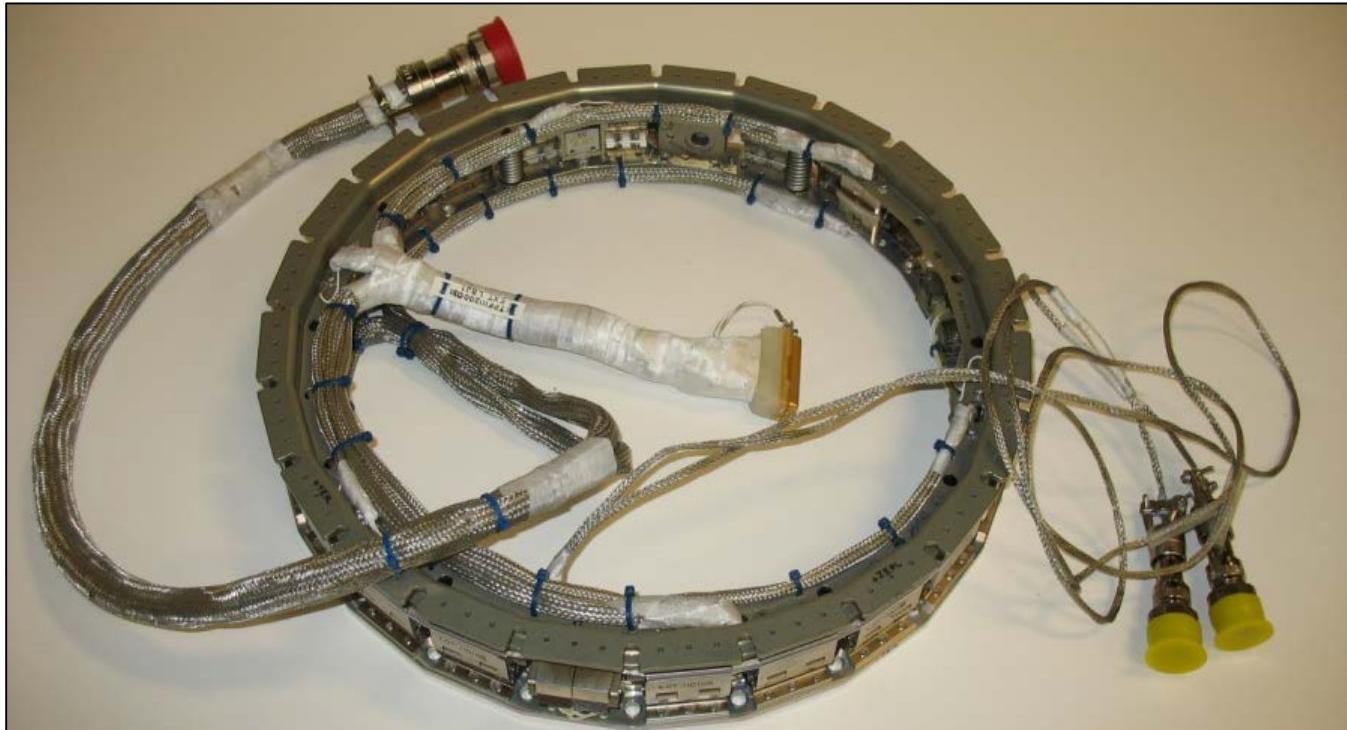
Stowing the Lightband shall only be performed by powering both Motors because the stowing process requires more power than a single Motor can provide. Beneficially, if the Lightband can't be stowed, this indicates a fault in the Motor Bracket Assembly. If it can be stowed, this indicates the Motor Bracket Assembly is functional.

Maximum reliability of the Lightband can be attained by minimizing the power into the Lightband and the number of cycles. Specifically, avoid unnecessary stow and deploy operations and minimize specified voltage levels. Higher voltages will put more power into the mechanism. More power leads to higher current which leads to higher torque which leads to higher stresses in the Motor Bracket Assembly.

<sup>13</sup> Source: PSC Document 4000697B

### 6.3 Wiring Harness Design

In the beginning of programs, engineers and program managers often underestimate the cost, weight, and size of wiring harnesses. This is due in part to the difficulty of modeling a harness using CAD software. Harnesses sometimes cost and weigh more than the Lightband. If the net shape of the harness is not predetermined, it may not fit and will require extensive re-work. As such it is **absolutely essential** to complete a detailed CAD model of the wiring harness. PSC does not supply harnesses from the Lightband or through the Lightband.



**Figure 6-3: A fully featured 3.0 lb. harness on a 5.2 lb. separation system**

Users should anticipate the process of attaching the harness to the halves of the Lightband and the adjoining vehicles. The harness can be attached or removed from the Lightband in both the stowed and deployed states. The Separation Connectors and Switches are designed to be attached to the Lightband from the outside of the ring while deployed, but can also be installed when stowed.

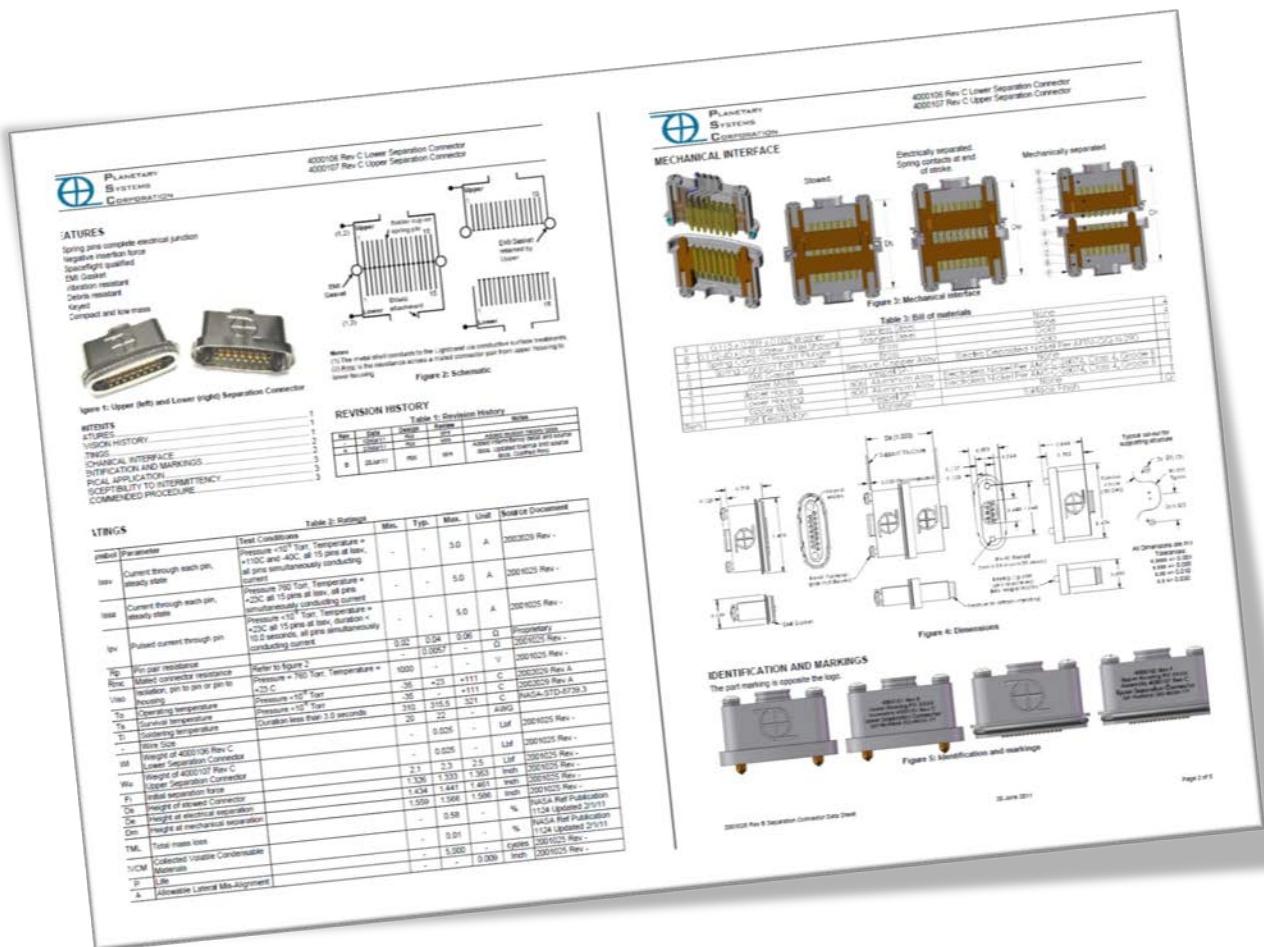


**Figure 6-4: Through-holes on the outer lip of the Lightband Upper and Lower Ring exist for routing tie wraps to support harnesses**

While the harness can be passed through the Leaves in the lower assembly of the Lightband, doing so creates a substantial mechanical integration difficulty. Getting tools at the fasteners to adjoining vehicles becomes difficult or impossible. Internal harnesses should be avoided because of this access issue.

## 6.4 Separation Electrical Connectors

The Separation Connector is designed by PSC exhibits essentially zero friction during separation so as to ensure low rotation rates. Most electrical connections are designed to stay together, an attribute separation systems must avoid! A full description of PSC's Separation Connectors can be found in PSC Document 2001025 *Separation Connector Data Sheet*.



**Figure 6-5: Separation Connector as described in PSC Document 2001025 Separation Connector Data Sheet**

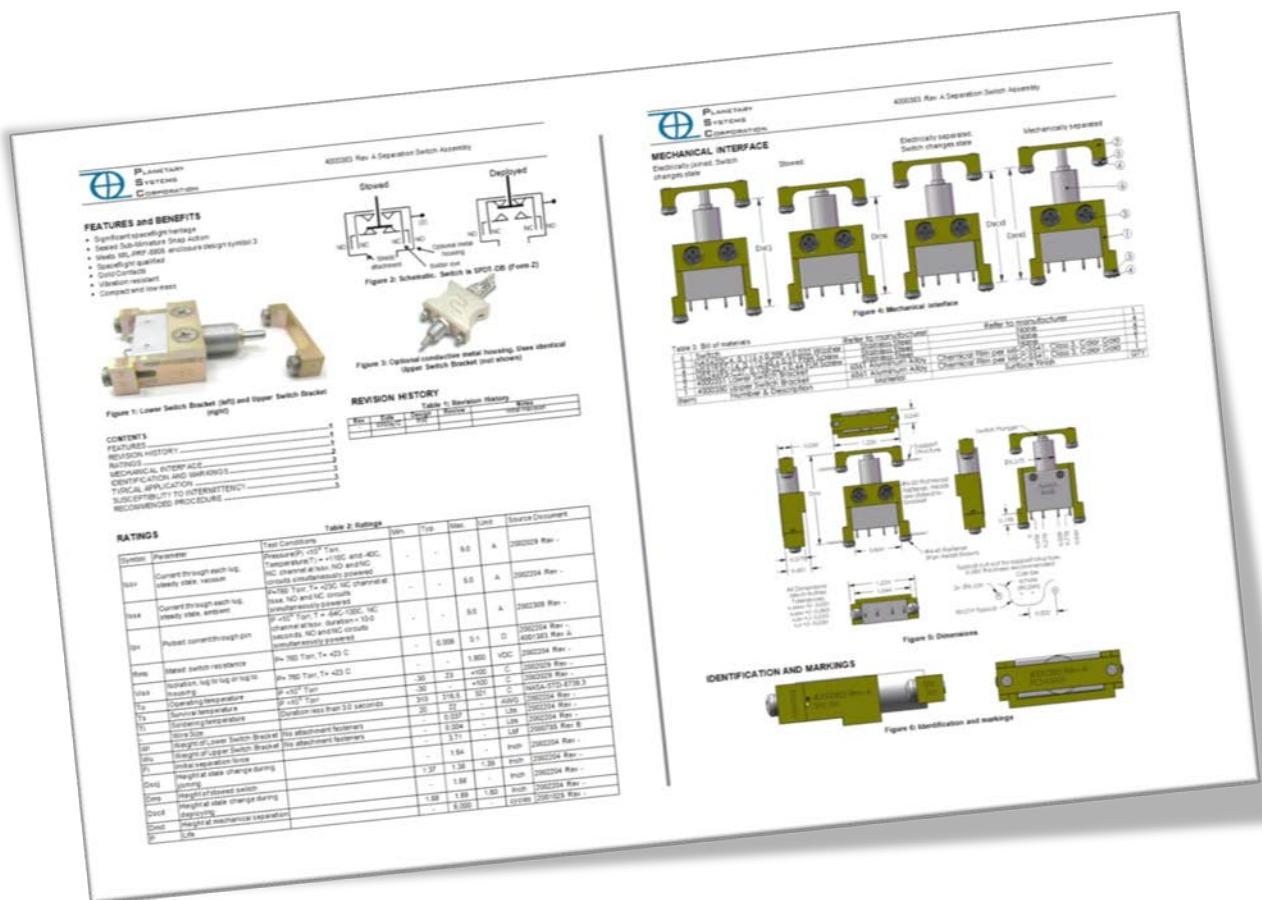
The connectors have been extensively tested in shock, vibration, and thermal vacuum environments. Design features include:

- Prevents incorrect Lightband alignment via a keying feature.
- Separates in parallel with the Lightband to ensure minimal induced rotation.
- Can ship ahead of the Lightband and allow the harness to be manufactured concurrently by the customer. In such a case, the harness may be attached to the Lightband whenever convenient for the customer. The Connectors can also ship with the Lightband if desired by the customer.

Occasionally, Lightband users desire to employ PSC Separation Connectors as used as electrical loop-backs. This should be done with caution as the junction can be intermittent due to very high shock and vibration. Employing redundancy and de-bounce into the circuits has been shown to alleviate this concern. Alternatively, Separation Switches may be employed instead of loop-backs.

## 6.5 Separation Switches

The Separation Switch is designed by PSC and may be attached to the Upper or the Lower Ring. It is used to communicate the separation event to either adjoining vehicle. A full description of PSC's Separation Switch can be found in PSC Document 2002204 *Separation Switch Data Sheet*.



**Figure 6-6: Separation Switch as described in PSC Document 2002204 Separation Switch Data Sheet**

PSC does not mark the solder eyes on the Switch so a multimeter should be used to verify which circuit(s) to solder to during installation.

During a past vibration test performed by PSC, intermittencies were detected on circuits through the Switches at random vibration levels of 17 G<sub>rms</sub>. During this test, the vibration spectrum was biased towards high frequency. In the case where users anticipate operating in an extreme environment, de-bounce circuitry in the electrical path may be useful.

## 6.6 Voltage, Current and Duration of Lightband Operations

The following figures and tables define the nominal electrical properties of the three Lightband operations: stow, set-for-flight, and deploy. The quantity of powered motors, temperature, and commanded voltage affects the time to initiate the Lightband. Figure 6-11 and Figure 6-12 show initiation voltage as a function of time to initiate for both motors and a single motor actuation at various temperatures<sup>14</sup>.

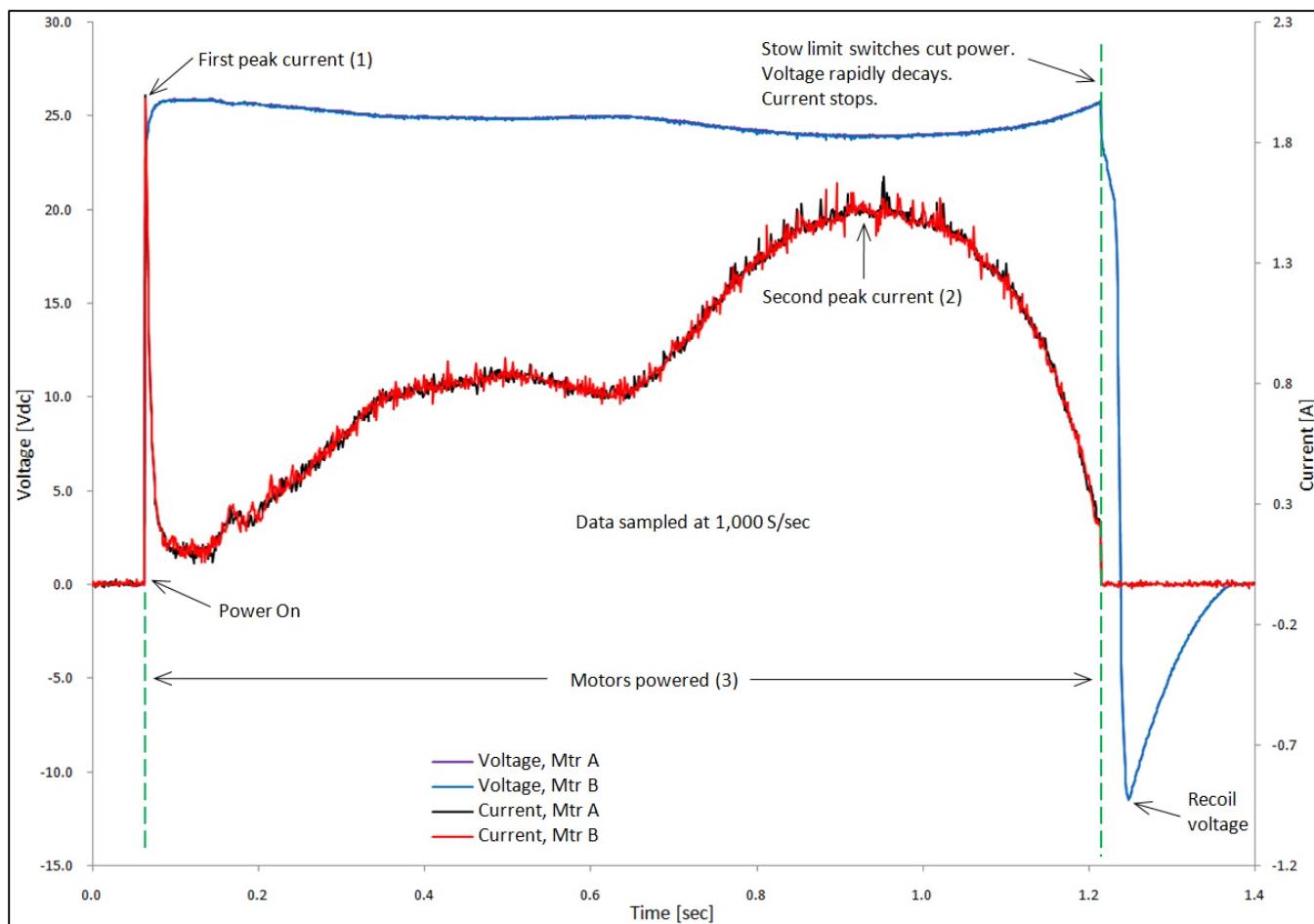


Figure 6-7: Nominal stow voltage and current profiles at  $P=1.0$  Atm and  $T=23^{\circ}\text{C}$ <sup>15</sup>

Item	Description	Units	Nominal	
			Min	Max
1	First peak current <sup>16</sup>	A/mtr	2.0	3.6
2	Second peak current	A/mtr	0.9	2.2
3	Motors powered duration	sec	0.7	1.4

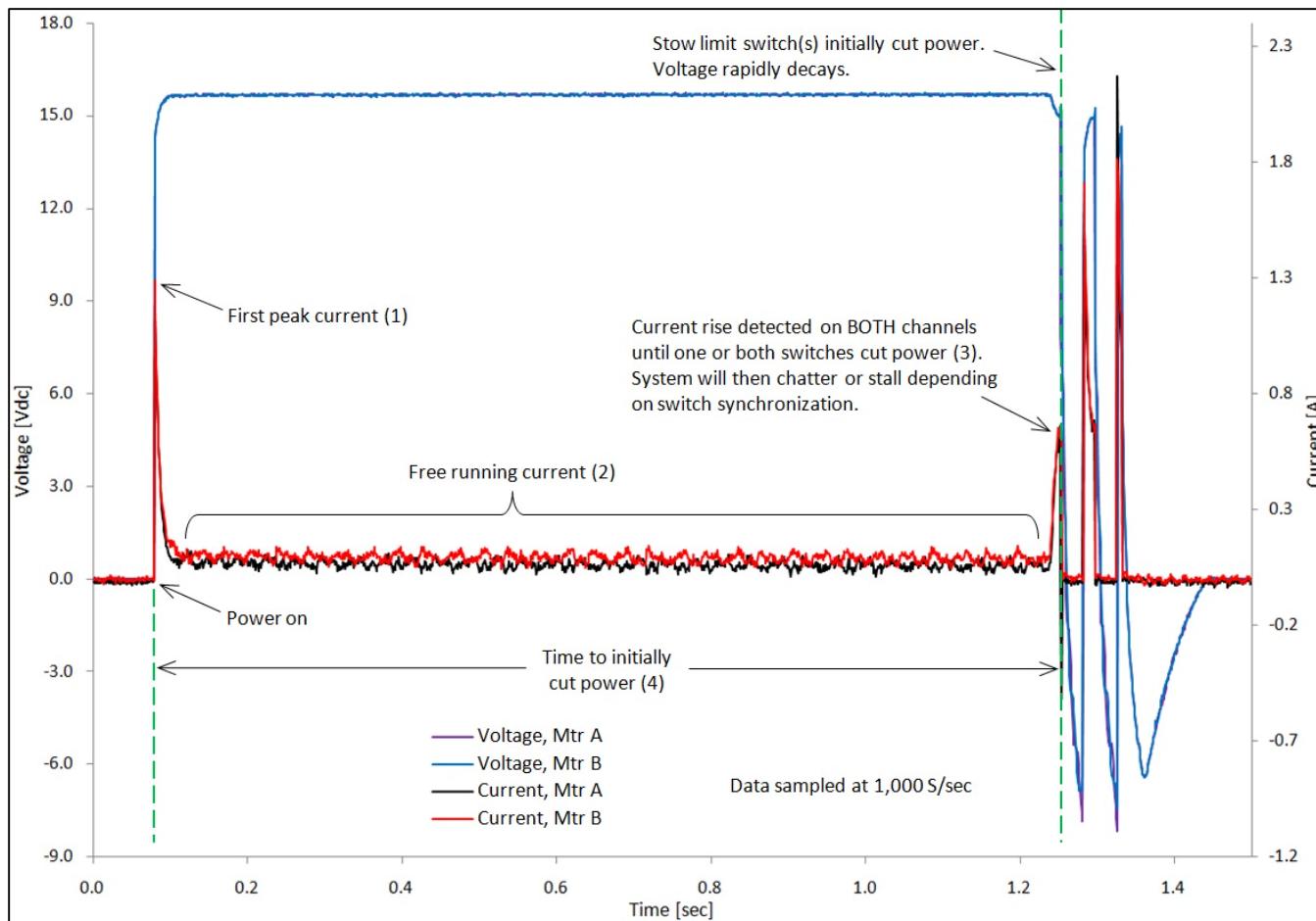
Table 6-1: Nominal stow electrical properties

<sup>14</sup> Source: PSC Documents 2002305, 2001044, and 2000715.

<sup>15</sup> Source: PSC Document 2000781E.

<sup>16</sup> First peak current equals  $V/R$  with  $T$  in degrees Celsius. When turned on, the current rises to  $V/R$  for no more than 0.02 seconds. The winding resistance,  $R$ , of the Motors is  $10.3 \Omega$ . However,  $R$  varies with temperature in accordance with Equation 7. This equation comes from manufacturer's technical specifications.

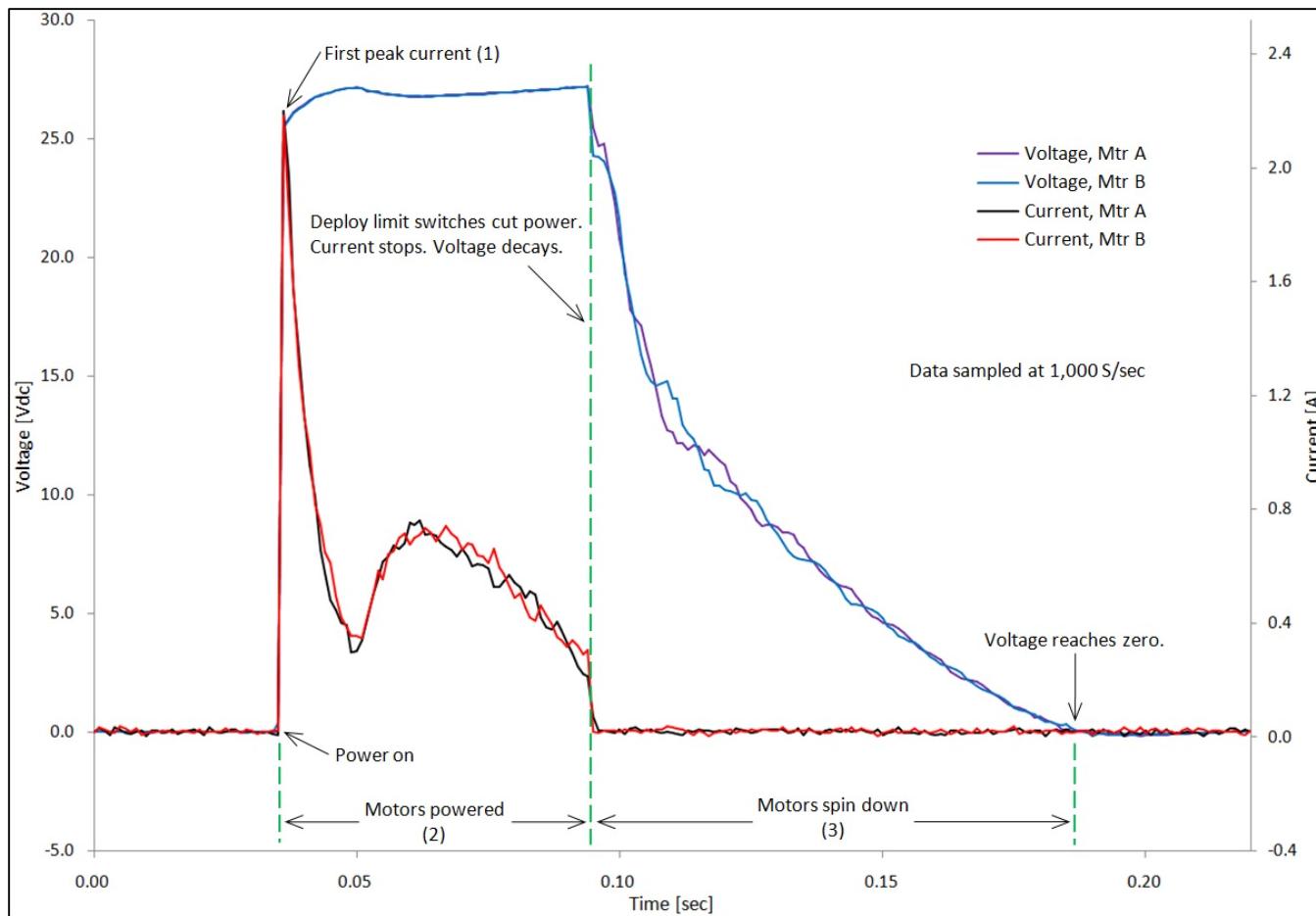
$$R = 10.3(1 + 0.0039(T - 25)) \quad (7)$$

Figure 6-8: Nominal set-for-flight voltage and current profiles at P=1.0 Atm and T=23°C<sup>17</sup>

Item	Description	Units	Nominal	
			Min	Max
1	First peak current	A/mtr	1.2	1.9
2	Free-running current	A/mtr	0.03	0.30
3	Post free-run current rise	A/mtr	0.2	1.9
4	Time to initially cut power	sec	0.8	1.25

Table 6-2: Nominal set-for-flight electrical properties

<sup>17</sup> Source: PSC Document 2000781E.

Figure 6-9: Nominal deploy voltage and current profiles at P=1.0 Atm and T=23°C<sup>18</sup>

Item	Description	Units	Nominal	
			Min	Max
1	First peak current	A/mtr	2.0	3.7
2	Motor powered duration	sec	0.045	0.10
3	Motor spin down duration	sec	0.03	0.50

Table 6-3: Nominal deploy electrical properties

If the set-for-flight operation is skipped, the Lightband will require about 0.65 seconds to initiate. Further detail is available in PSC Document 2000901 *Vibration Qualification Test of Motor Bracket Assembly*. Do not skip the set-for-flight operation!

As the preceding figures show, the Motors are not only the means to initiate separation, but outstanding transducers that indicate the state of the Lightband. Power (voltage multiplied by current), energy (integral of power) and torque (torque constant multiplied by current) can easily be calculated via motor response data. When necessary, this gives engineers a thorough understanding of Lightband performance.

PSC uses the circuit shown in Figure 6-10 to measure voltage and current of the Lightband during operations.

<sup>18</sup> Source: PSC Document 2000781E

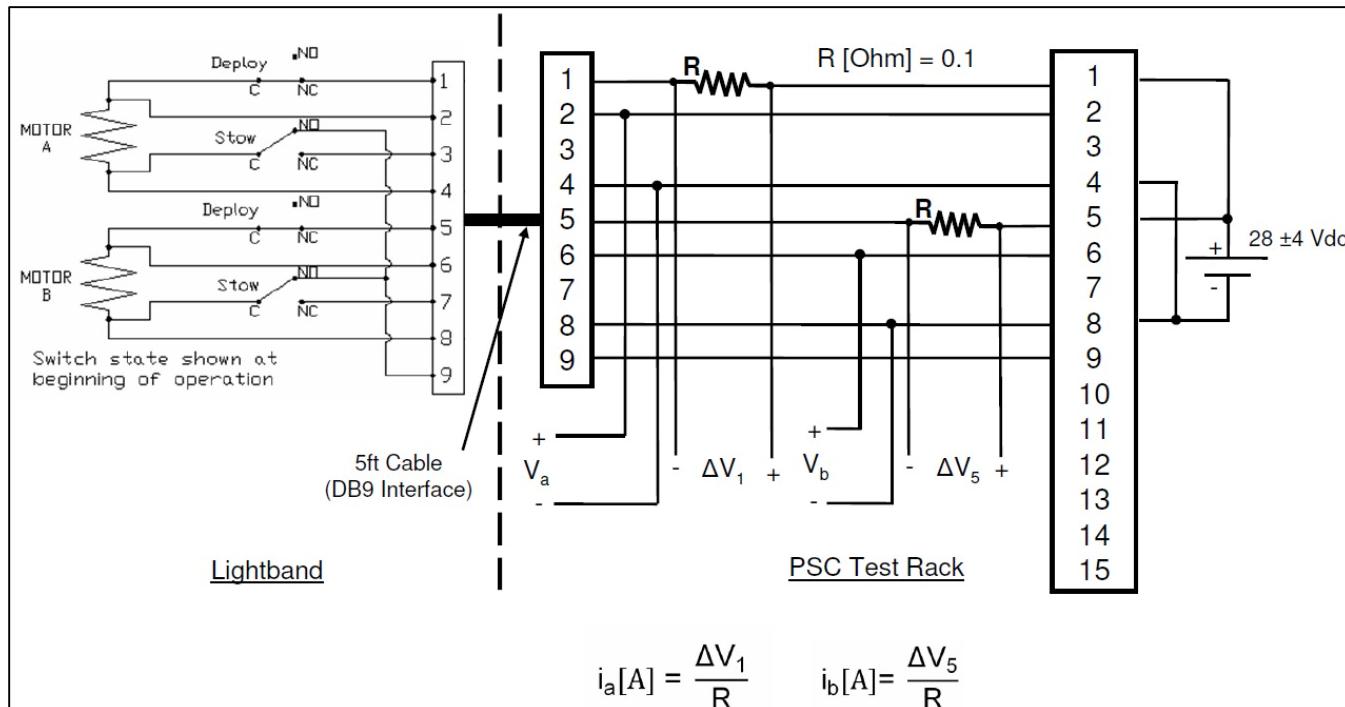
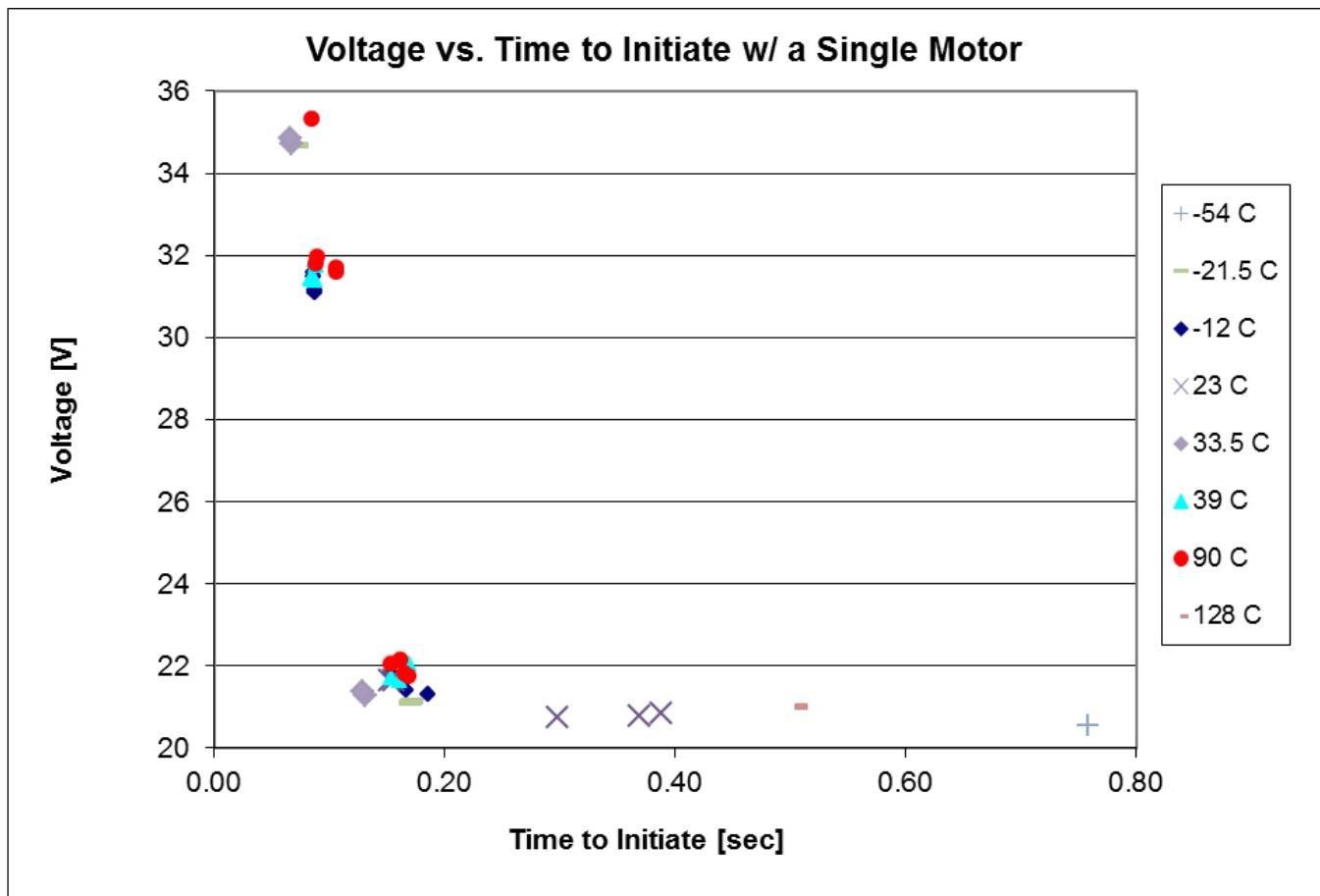


Figure 6-10: Electrical schematic of circuit used by PSC to measure current and voltage of Lightband

## 6.7 Separation Parameter Variation

The following figures are used to illustrate how a Lightband's time to initiate varies with both voltage and temperature.

Figure 6-11: Voltage vs. time to initiate at various temperatures with a single Motor only at  $\leq 10^{-5}$  Torr<sup>19</sup>

<sup>19</sup> Source: PSC Documents 2002305, 2001044, and 2000715.

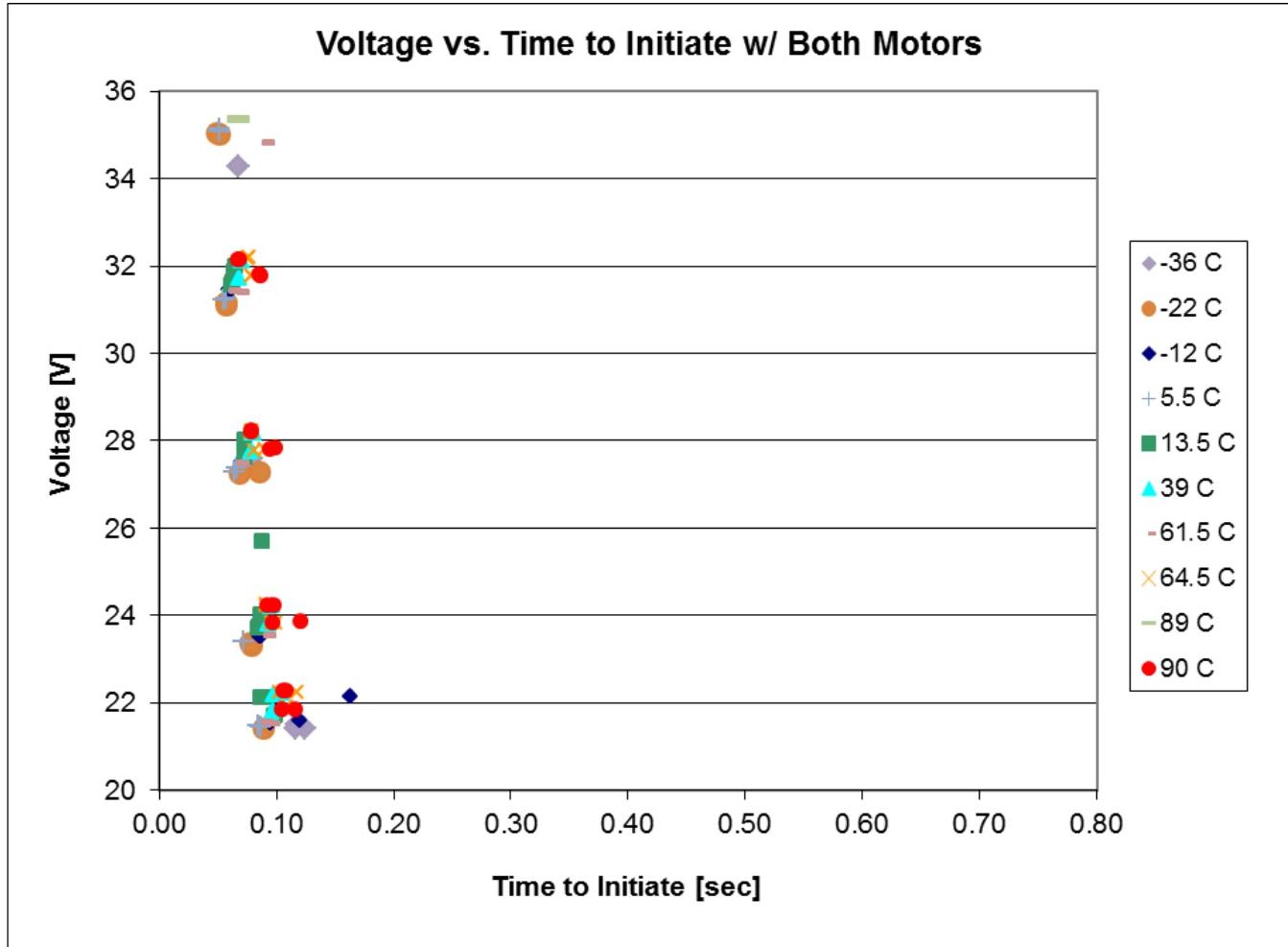


Figure 6-12: Voltage vs. time to initiate at all temperatures with both motors at  $\leq 10^{-5}$  Torr

## 6.8 Back EMF of the Motors

The Motors are connected to each other via bevel gears. Motors behave like direct current generators while running. If only one Motor is powered, the other will generate a voltage almost as high as the voltage of the powered motor, but zero current.

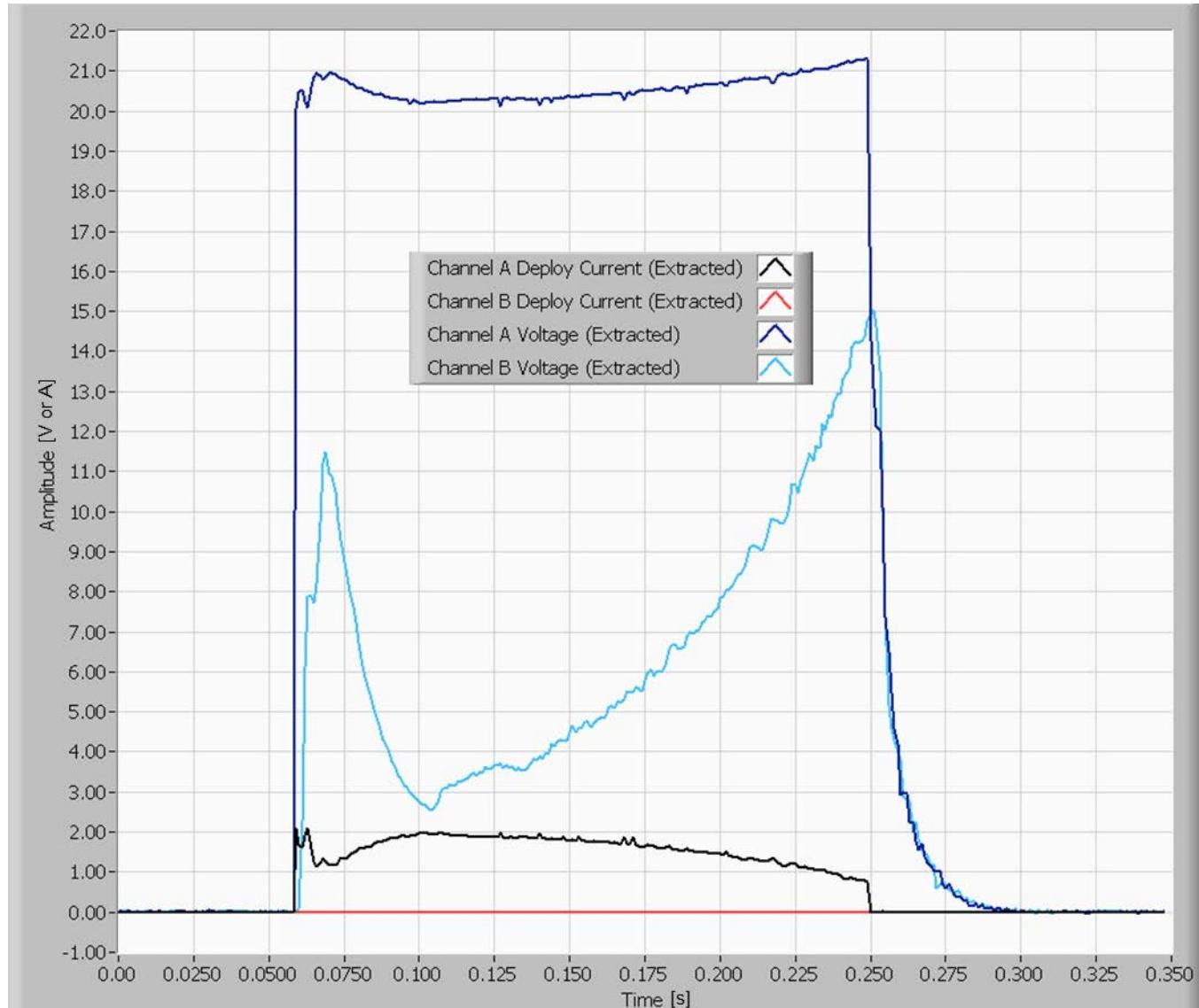


Figure 6-13: Only Motor A is powered, and thus Motor B indicates a voltage but not a current

## 6.9 Shorted Motors

When one of the Motors is shorted, the shorted Motor will act as a damper consuming most of the energy that the other Motor generates. The time-to-initiate will increase significantly. Do not short the motor(s)! Figure 6-14 shows the difference in time to initiate when a Motor is open versus shorted. An increase in time to initiate is clearly apparent at multiple temperatures.

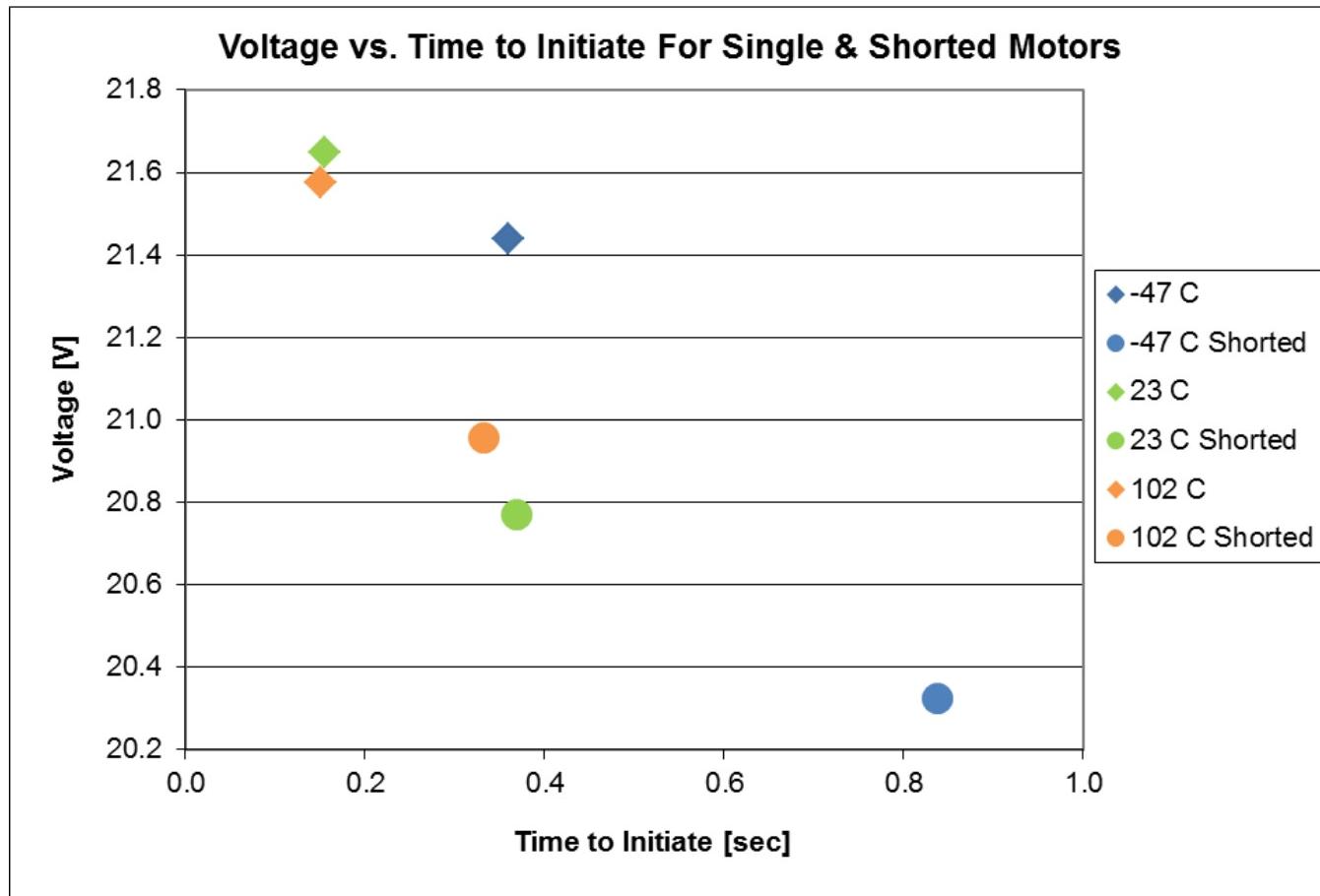


Figure 6-14: Voltage vs. time to initiate at various temperatures with a single Motor or a single shorted Motor at  $\leq 10^{-5}$  Torr<sup>20</sup>

## 6.10 Lightband Electrical Resistance

The resistance from the upper surface of the Upper Ring to the lower surface of the Lower Ring of the Lightband is  $0.0070 \pm 0.002 \Omega$ . At least one Separation Connector is required to assure conductivity because the Upper Ring is anodized. The conductive path is through the Separation Connector shells and EMI gaskets in the Separation Connector Assemblies. Grounding to adjoining structures is achieved by using conductive fasteners from the Lightband to adjoining structures. The conductive shell of the DB-9 connector is fastened mechanically and electrically to the lower assembly of the Lightband.

## 6.11 Surface Charging

Because the Upper Ring has an anodized surface, it may be susceptible to localized surface charging. It is grounded to adjoining structures at each attachment bolt location (about every two inches along its circumference). The shells of the Separation Connectors are grounded at their mechanical interface to the Upper Ring via a local spot face where the anodized surface is removed. The Lower Ring is not anodized and its surface is fully conductive.

## 6.12 Radiation Sensitivity

The Lightband is not sensitive to radiation. The Lightband does not possess any integrated circuits or semi-conductors. There are no diodes, capacitors or resistors.

## 6.13 Static Sensitivity

The Lightband has no static sensitive parts.

<sup>20</sup> Source: PSC Document 2002305-

## 7. Thermal Properties

### 7.1 Operating the Lightband Motors in a Vacuum

The Lightband motors are DC, brush motors. The brushes are made of a precious metal and not graphite (graphite should not be used in a vacuum because its performance degrades rapidly without water vapor). Extensive thermal-vacuum testing of these motors in Lightbands shows the motors are not susceptible to failure when used in the Lightband as a separation system.

The most extreme thermal environment for a Lightband was STS-116 (Dec. 9<sup>th</sup> through 22<sup>nd</sup>, 2006). Three Lightbands were used on the CAPE-ICU-I mission. ICU separated from the Shuttle on the 13th day of the mission. By then the 3 Lightbands had been exposed to approximately 250 (-25 to +70°C) thermal cycles. The temperature at separation was estimated to be -40°C. On STS-127 (July 2009), CAPE-ICU-II performed same mission was with an additional 3 successful Lightband separations.



Figure 7-1: Three Lightbands used on STS-116 after approximately 200 (-25 to +60°C) thermal cycles

Generally, the thermal environment of unmanned missions is more benign than shuttle missions because the separation event on unmanned missions usually occurs within minutes of reaching orbit and because high-value spacecraft and the final stages of their launch vehicles go to substantial lengths to avoid temperature extremes.

All flight Lightbands are tested in a thermal-vacuum environment at PSC. The standard thermal vacuum test is shown in Section 15.1.2.

### 7.2 Survival and Operating limits

The survival limit is -68 to +145°C.

The operating limit is -54 to +128°C.<sup>21</sup>

Ideal operating temperature is +35°C.

Extensive testing has shown the ideal operating (deployment) temperature is +35 C. This temperature minimizes time to initiate and energy to initiate. At lower temperatures the energy and time to initiate increase because the increase in viscosity of Lightband lubricants and CTE mismatches of the Lightband's components. These result in an increase preload of dynamic mechanized junctions. However, the Motors' winding resistance decreases at lower temperatures allowing more current to flow to the Motors and thus more torque to drive the initiation.

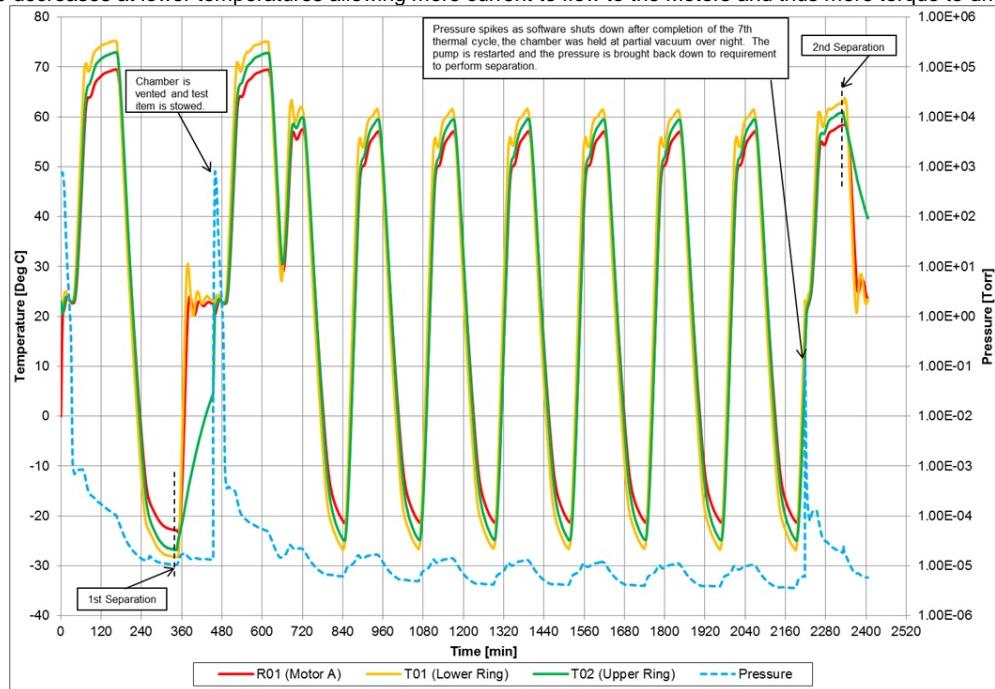


Figure 7-2: Data record from a nominal thermal vacuum test ( $P \leq 10^{-5}$  Torr)<sup>22</sup>

<sup>21</sup> Source: PSC Document 2002305-

<sup>22</sup> Source: PSC Document 2002303-.

### 7.3 Absorptivity and Emissivity

The materials in Table 5-9 show the surface treatments of the Lightband components. They may not be modified by the addition of paint or tape because there is no area to apply such treatments. Specific measurements of thermal optical absorptivity and emissivity of the Lightband have not been performed as they are highly dependently upon variations in surface finish. For the clear hard anodize of the Lightband Upper and Lower Rings, PSC defers to industry accepted range for these values given in multiple sources<sup>23</sup>:

Characteristic	Range
Solar Absorptivity ( $\alpha$ )	0.27 to 0.35
Emissivity ( $\epsilon$ )	0.76 to 0.84

Table 7-1: Absorptivity and emissivity ranges

Customers have occasionally inquired about the possibility of black anodizing components of the Lightband for the purpose of thermal balancing. The only components that can be black anodized are the Upper and Lower Rings. Typically though, black anodizing these parts is not worth doing because masked areas make up a substantial fraction of the total exposed area. Additionally, subsystems such as Separation Switches and Connectors obscure view factors of the remaining area. It should also be noted that black anodizing any component constitutes a custom Lightband and may incur additional cost and schedule duration.

### 7.4 Thermal Resistance

The thermal resistances of the Lightband vary by diameter as shown in Table 5-1. Thermal resistances for MLBs of diameters not shown can be extrapolated. A full derivation is given in PSC Document 2000562 *Thermal Resistance Test*.

### 7.5 Nominal Thermal Response

The Lightband is intimately connected to massive adjoining structures on orbit. Typically its view factor to Earth, space, or the Sun is low due to the density and size of adjoining structures. As such, the Lightband temperature is primarily driven by conduction to and from adjoining vehicles. Adjoining space vehicles usually cannot tolerate temperatures outside of a 0 to +56°C band because these temperatures often exceed operating limits of propellants, electronics, and batteries which operate inside these vehicles.

### 7.6 Thermal Gradients and Transients

The Lightband has been separated while exposed to a substantial temperature differential between the Upper and Lower Rings. Section 4.2 of PSC Document 2000715 details the results of a test where 900 W was applied to the Lower Ring (emulating heating from a rocket motor) for 188 seconds preceding a separation at 10<sup>-5</sup> Torr. Upon subsequent successful separation, the temperature difference between the Upper and Lower Ring of the Lightband was 30°C.

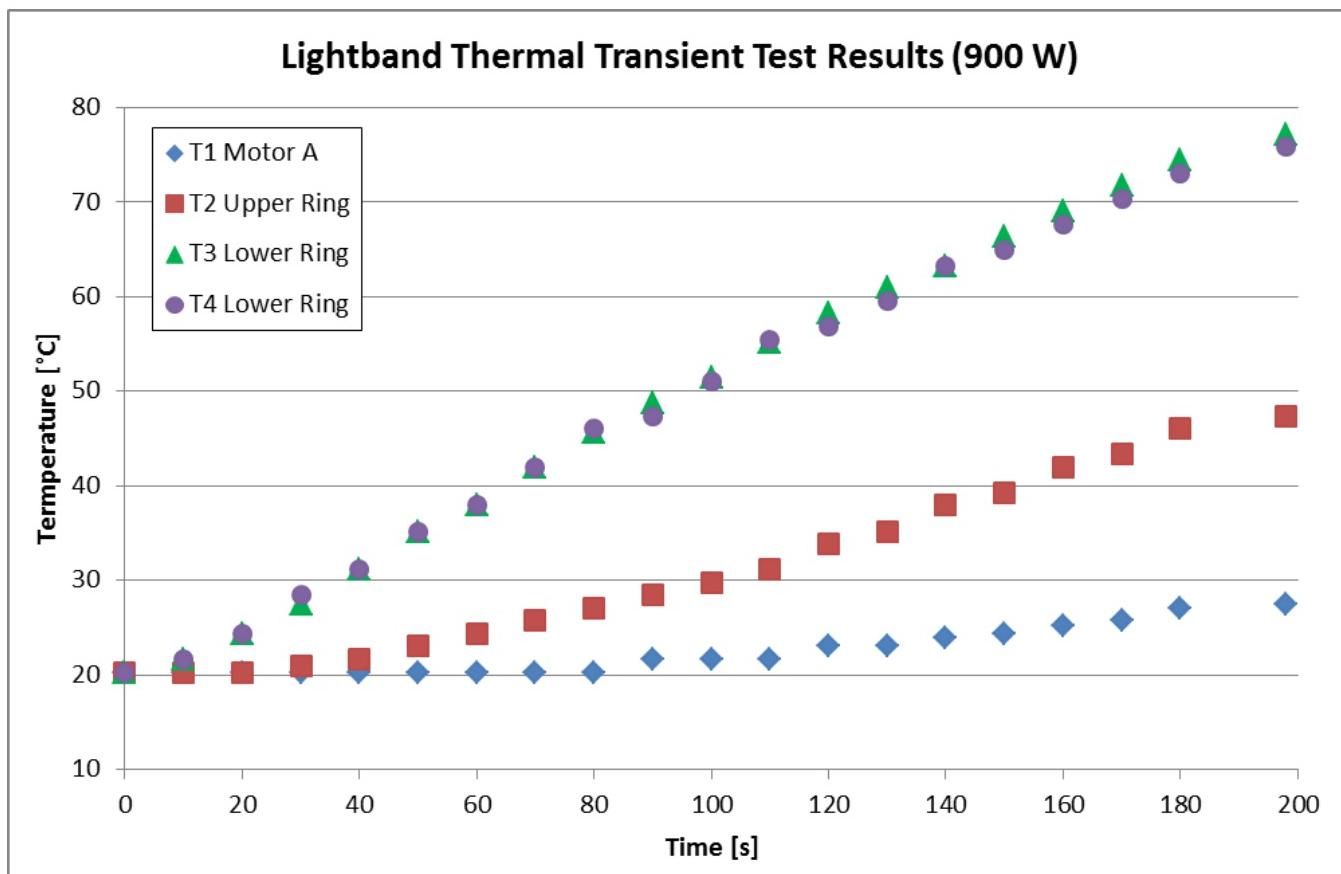


Figure 7-3: Thermal transient test results<sup>24</sup>

<sup>23</sup> Source: Appendix A of Spacecraft Thermal Control Handbook Volume 1, Edited by Gilmore

<sup>24</sup> Source: PSC Document 2000715A

## 8. Lightband Shock

The Lightband generates shock during the separation event. Many PSC shock tests were excerpted to generate the following data on the shock of separation events and transmissibility. The shock response spectra (SRS) are calculated with 1/3 octave and 5% damping. Shock testing has consistently produced the determination that the Lightband substantially attenuates shock in a typical flight stack.

### 8.1 Maximum Shock from the Lightband

To characterize shock produced by the Lightband, accelerometers are fastened to flanges of structures adjoining the Upper and Lower Rings. The accelerometers measure the expected shock at the simulated space and launch vehicle interfaces. Generally shock is less at the Upper Ring interface.

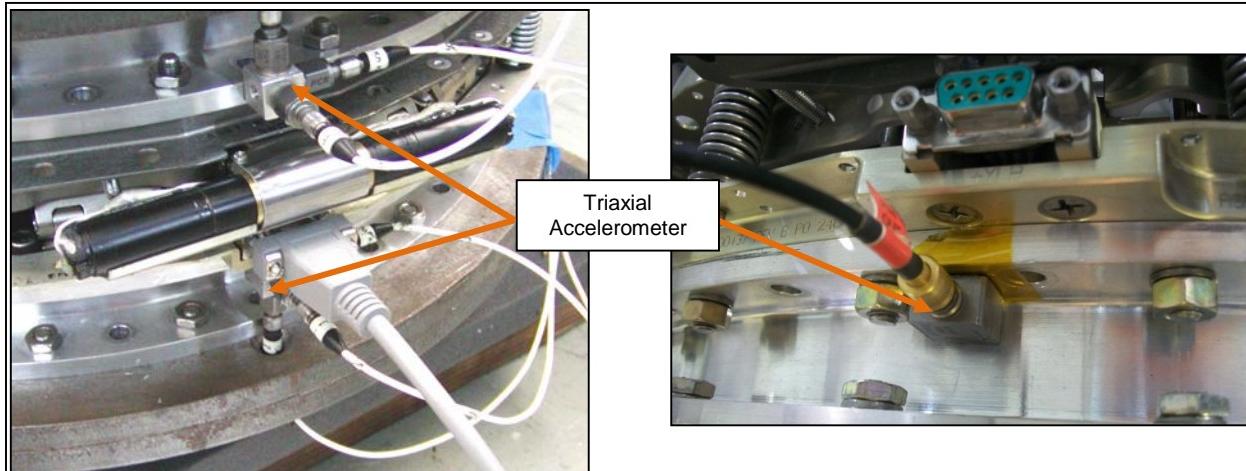
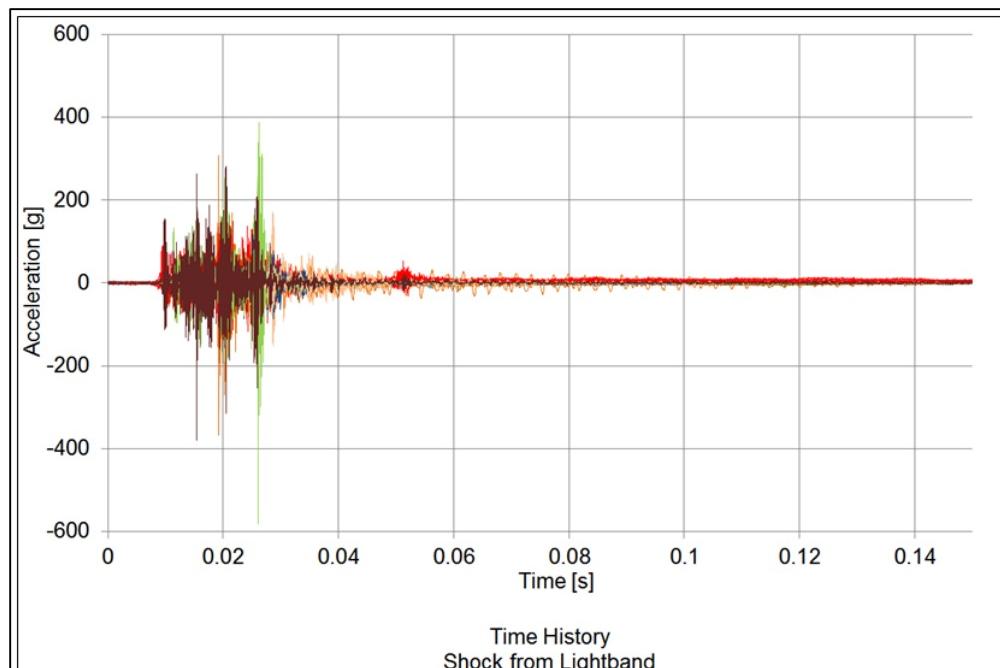


Figure 8-1: Examples of tri-axial accelerometers bonded to the Transition Rings, fastened to the Lightband.



Diameter [in]	Color		Mass Adjoining [lb]		Reference PSC Doc
	Upper Ring	Lower Ring	Upper Ring	Lower Ring	
31	Light Red	Dark Red	845	1.00E+06	2002317 Rev-
23	Light Orange	Dark Orange	530	66	2002246 RevA
15	Light Green	Dark Green	68	68	2000855 Rev-
11	Light Blue	Dark Blue	111	1.00E+06	2002076 RevC

Figure 8-2: Nominal shock response time history from the Lightband separation<sup>25</sup>

<sup>25</sup> Source: PSC Document 2002258-

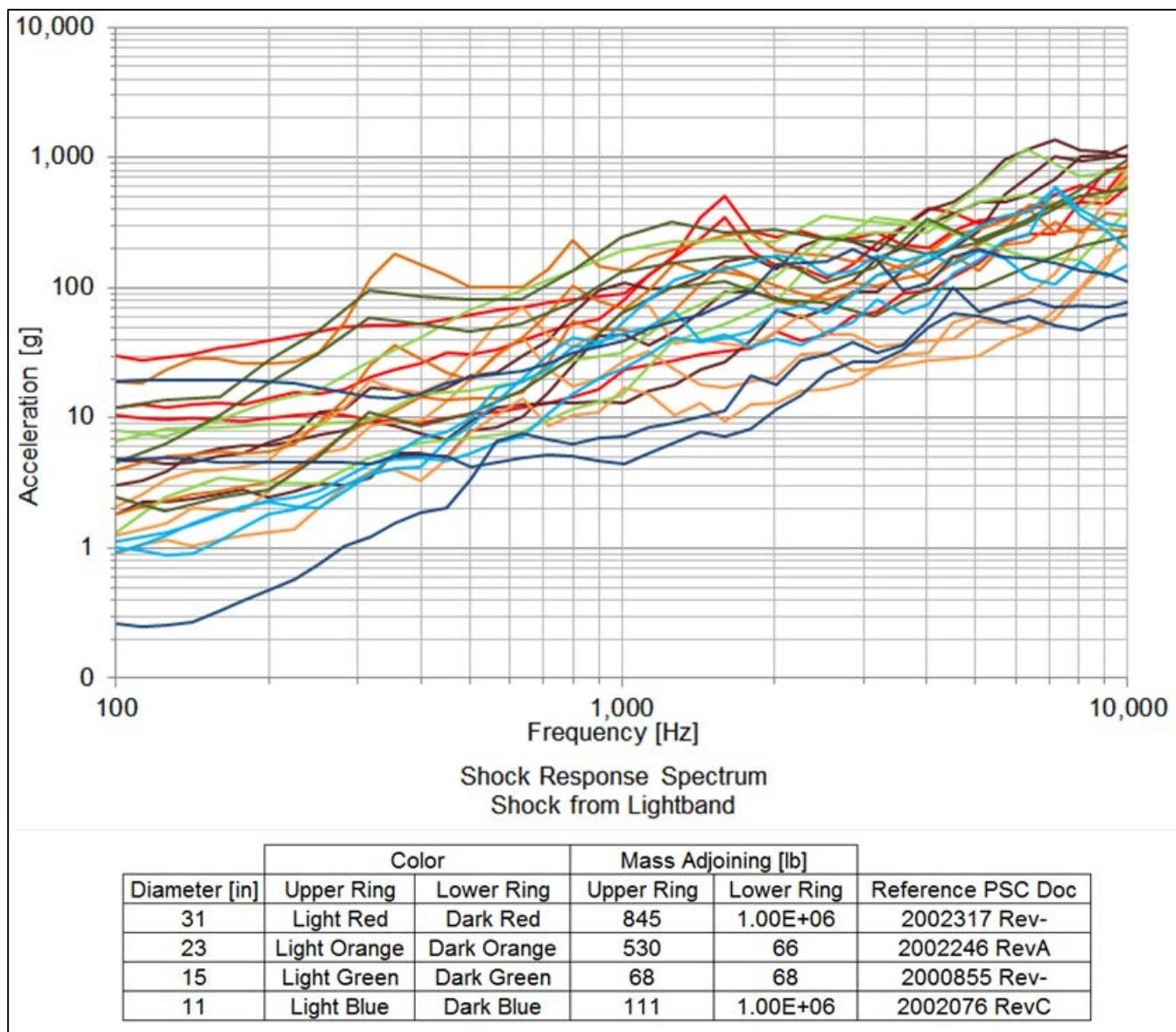


Figure 8-3: Nominal shock response spectrum from the Lightband separation<sup>26</sup>

<sup>26</sup> Source: PSC Document 2002258-

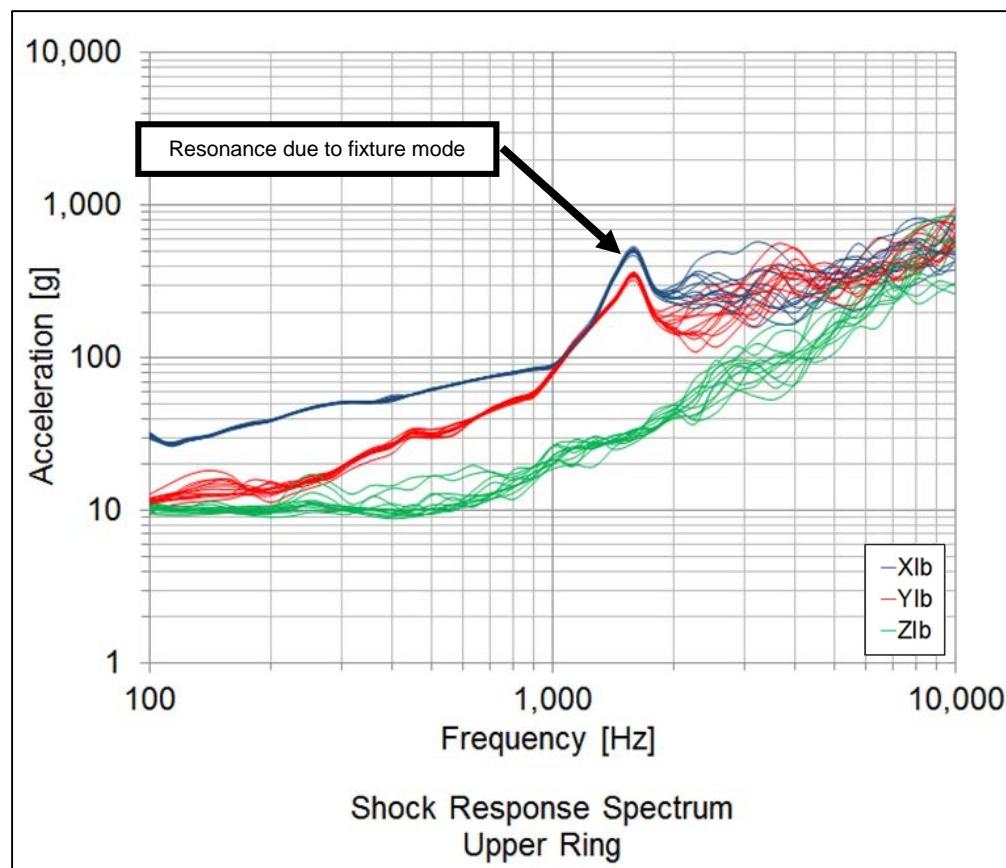


Figure 8-4: Nominal shock response spectrum at the Upper Ring interface for an MLB31.600<sup>27</sup>

Note that in Figure 8-4 a fixture mode is present at around 1,050 Hz. This mode explains the 5X amplitude resonance.

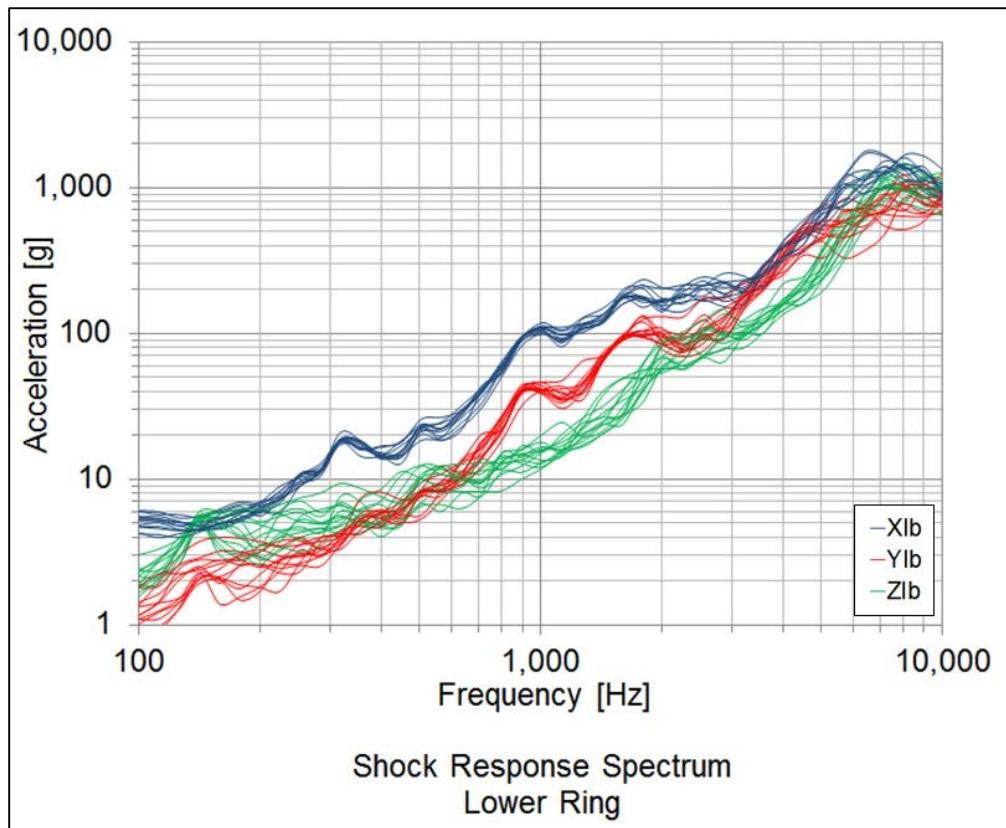


Figure 8-5: Nominal shock response spectrum at the Lower Ring interface for an MLB31.600<sup>28</sup>

<sup>27</sup> Source: PSC Document 2002258-

<sup>28</sup> Source: PSC Document 2002258-

## 8.2 Maximum Shock Applied to the Lightband

Previous testing<sup>29</sup> has provided the maximum shock applied to the Lightband as shown in Figure 8-6 and Figure 8-7. The Lightband was exposed to this shock input 3 times in each of the 3 Lightband axes. In all but one trial, data was acquired at least 100,000 samples per second. The shock response spectrum was computed with 1/6 octave band frequency intervals and 5% damping from 100 to 10,000 Hz. No detrimental yield or damage was found on the Lightband upon the completion of these shock trials.

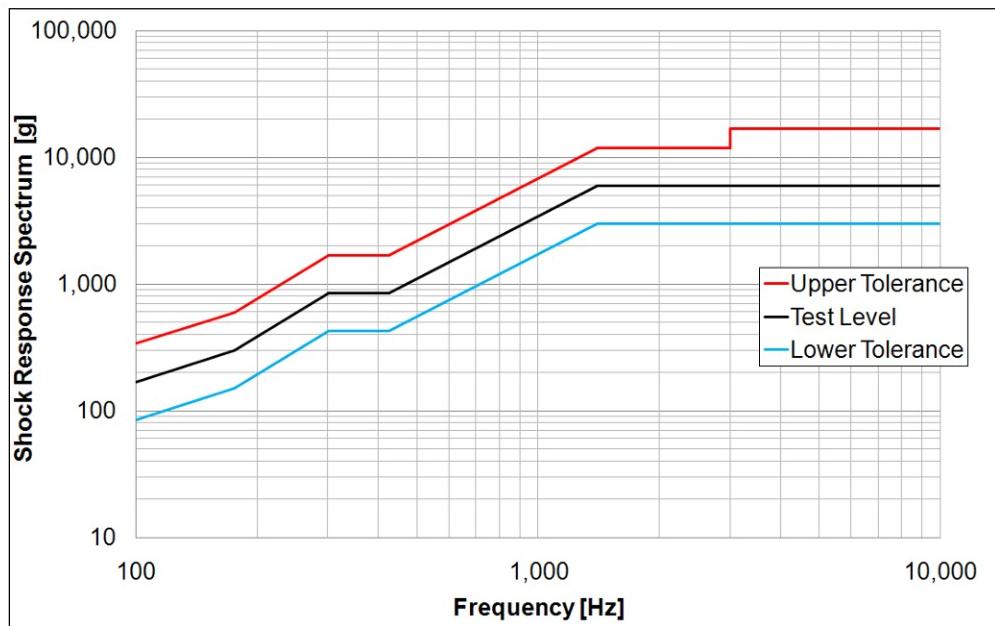


Figure 8-6: Maximum shock environment applied to the Lightband

Frequency [Hz]	Shock Response Spectrum [g]		
	Lower Tolerance	Test Level	Upper Tolerance
100	85	170	338
175	150	299	597
300	425	848	1,692
425	425	848	1,692
1,400	3,000	5,986	11,943
3,000	3,000	5,986	11,943
3,001	3,000	5,986	16,870
10,000	3,000	5,986	16,870

Figure 8-7: Maximum shock applied to the Lightband in table form

<sup>29</sup> Source: PSC Document 2002081F.

## 9. Selecting a Lightband

When selecting a Lightband, PSC provides the customer with a document called the Product Build Specification (PBS). The PBS is used to collect relevant customer requirements regarding the Lightband, the launch vehicle, and the space vehicle.

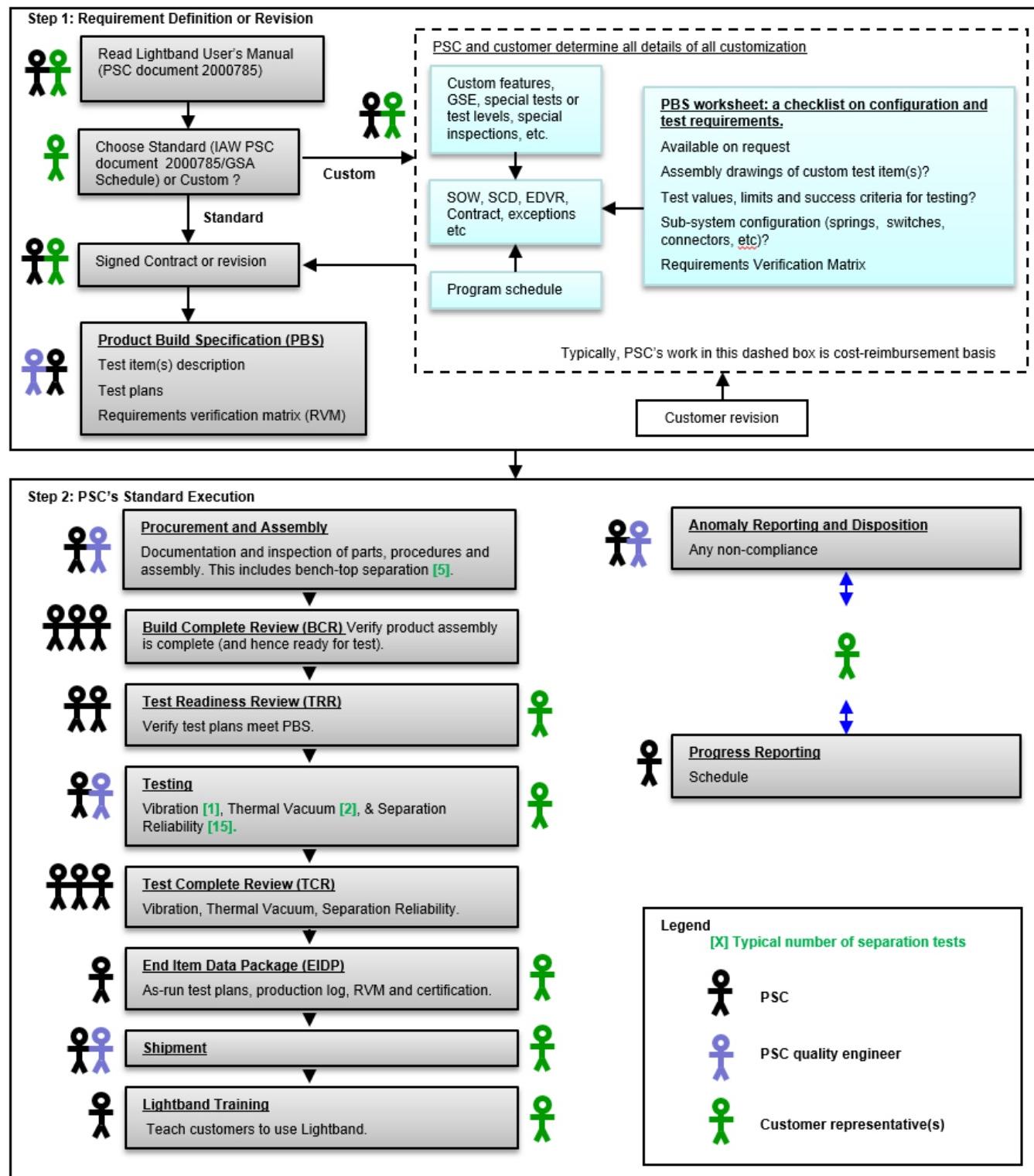


Figure 9-1: Lightband selection and production process

The following steps should be completed by the customer in order to determine the correct Lightband size for their mission requirements. PSC can provide PSC Document 2002034 *Product Build Spec Worksheet* as a means to rapidly communicate necessary Lightband diameter, configuration, and outline mission requirements to PSC. Contact PSC for a copy of this document.

1. [Read this manual](#): If you thoroughly understand the Lightband, you will be in the best position to avoid costly test failures and program delays.
2. [Determine stiffness requirements](#): Select a Lightband based on your stiffness requirements. Stiffness increases with the cube of diameter of the Lightband. For example a 15 inch diameter Lightband is about 6.6 times stiffer than an 8 inch Lightband but only weighs twice as much.

The first lateral mode frequency increases with the 3/2 power of diameter. On many missions payload stiffness is often barely above allowable minimums. It behooves engineers to use a larger diameter than required to gain margin with only a small increase in weight.

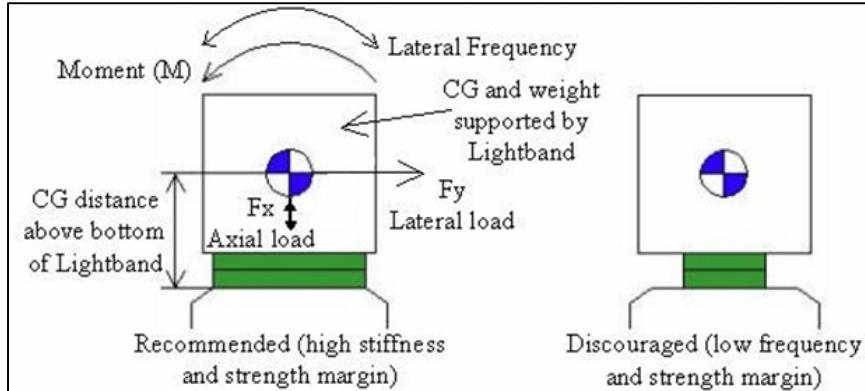


Figure 9-2: Larger diameter Lightbands are stiffer and stronger than smaller diameters

3. [Consider an isolation system](#): Isolation systems can substantially attenuate detrimental vibratory environments. Furthermore, they typically reduce natural vibratory frequency.
4. [Determine strength requirements](#): Calculate maximum line load from Section 5.11 and overall loading. Verify that loads required to attain those line loads are less than maximum loads shown in Table 5-1. It is not sufficient only to be below maximum line loading, it is also necessary to be below maximum loading.
5. [Determine cyclic loading and fatigue requirements](#): Determine if the vibration environment will cause an exceedance of allowable line loading.
6. [Determine the number of Separation Springs](#): If no separation velocity requirement exists, the typical method is to select enough springs to attain a relative velocity of 0.3 meters per second. If you require more Springs than allowed in Table 5-1, contact PSC for further discussion. The minimum number of Separation Springs should be six (6) regardless of Lightband diameter. This assures separation and nominal rotation rates. Please provide PSC with the required relative velocity and the mass of the adjoining vehicles before Separation Reliability testing to ensure accurate results. See Section 5.21 for spring force values.
7. [Determine if a roll rate is required](#): Sometimes customers desire a rotation rate of the space vehicle's thrust axis following separation. PSC can produce roll rates up to about 10 degrees per second using a proprietary Roll Bracket Assembly. During separation, the assembly's rollers contact each other, causing a roll rate about the  $X_{LB}$  axis. The slots in the bracket allow engineers to vary the interference of the rollers and thus vary the roll rate during separation reliability testing. The Roll Bracket Assembly mounts on the same features as the Separation Connector and Switch and thus the sum of Connectors, Switches, and Roll Brackets must be less than or equal to the allowable quantity given in Table 5-1. This is not a standard accessory offered with every Lightband.

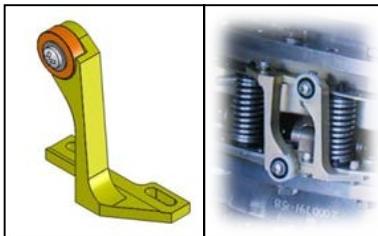


Figure 9-3: Roll Bracket Assembly rendering and installed on a Lightband

8. [Determine the quantity of Separation Switches and their configuration](#): As with Separation Connectors, fewer Switches allow for a simpler harness. If more than two Separation Switches are required an additional cost is typically incurred.
9. [Determine the number of Separation Connectors and their location](#): The greater the quantity of Separation Connectors, the more complex and heavy the harness. At least one Separation Connector is required to assure conductivity through the Lightband because the Upper Ring is anodized. By default PSC provides two Separation Connectors with every Lightband. If more than two Separation Connectors are required an additional cost is typically incurred.
10. [Determine if Lightband Compression Tools are needed and their quantity](#): If the mass of the payload is less than total Separation Spring force, a means to compress the Lightband before stowing is required. This typically occurs during horizontal integration or when the payload mass is relatively small. In many cases compression force cannot be applied to the payload itself. PSC manufactures Lightband Compression Tools (LCTs) for this purpose. LCTs are a separate product that must be purchased along with the Lightband and specified at time of purchase like Separation Connectors or Switches. The quantity installed is one pair per Separation Spring. See Section 10.2 and Table 20-1.
11. [Complete a virtual fit check](#): Integrate a CAD model of the Lightband (check PSC website or contact PSC) and verify your fit requirements. Remember to include your wiring harness. Also determine how you will fasten and operate the Lightband for shipment, testing and final integration procedures. Determine the electrical and mechanical ground support equipment (GSE) you may need for you use.

12. Determine if an Engineering Development Unit (EDU) is needed: EDU Lightbands differ from flight Lightbands in that EDUs receive only a bench-top separation test rather than a full slate of environmental testing prior to shipment. Customers often use EDUs for fit checks and ground testing. Because they do not receive acceptance testing, EDUs shall not be used for flight. As such, EDUs are indelibly marked "**NOT FOR FLIGHT**".
13. Specify the Launch Vehicle: PSC may have insights into unpublished LV limitations or benefits.
14. Determine the acceptance testing required: PSC performs three standard tests vibration, thermal vacuum, and separation reliability to the levels defined in Section 15 of this document. Optional testing includes strength and shock tests. If further testing is required, please contact PSC.
15. Specify the Lightband: Use the following convention to specify the Lightband you need.

Lightband	Bolt Circle Diameter	Separation Spring Qty.	Separation Switch Qty.	Separation Connector Qty.	Roll Bracket Pair Qty.	Lightband Compression Tool Qty.	End Use (Flight or EDU)
MLB	XX.XXX	X	X	X	X	X	FLT

**Table 9-1: Lightband specification convention**

For example, MLB15.000-8-2-1-0-8-FLT specifies a 15 inch diameter Lightband with 8 Separation Springs, 2 Separation Switches, 1 Separation Connector, 0 Roll Brackets, and 8 Lightband Compression Tool pairs that will receive flight acceptance testing and be used for a space flight.

Using this convention will ensure that there are no issues communicating exactly what type of Lightband is needed.

16. Contact PSC: Contact PSC by phone or email ([info@planetarysystemsCorp.com](mailto:info@planetarysystemsCorp.com)) to finalize the selection and purchase of a Lightband.

## 10. Operating the Lightband

All Lightband users are required to complete a training course conducted by PSC engineers. It is the customer's responsibility to ensure that they have been trained before operating the Lightband. This training is included in the cost and generally performed at PSC's facility in Silver Spring, Maryland. Without this training the probability of user-induced failure will be high. See Section 23.

The latest revision of PSC Document 2000781 MkII MLB Operating Procedure details the steps to stow, set-for-flight, and deploy the Lightband.

**CAUTION: Operating the Lightband before receiving training from PSC will void the Lightband's warranty.**

### 10.1 Access to Fasteners

When the Lightband is separated, the fasteners to the adjoining structures are readily accessible. When the Lightband is stowed, access to fasteners is limited but possible if there is access from the inside (such as in ESPA). Hex drivers (Allen keys) need to be shortened. Access from the inside is very valuable when removing a stowed Lightband from an adjoining structure.

### 10.2 Vertical and Horizontal Integration to Adjoining Vehicles

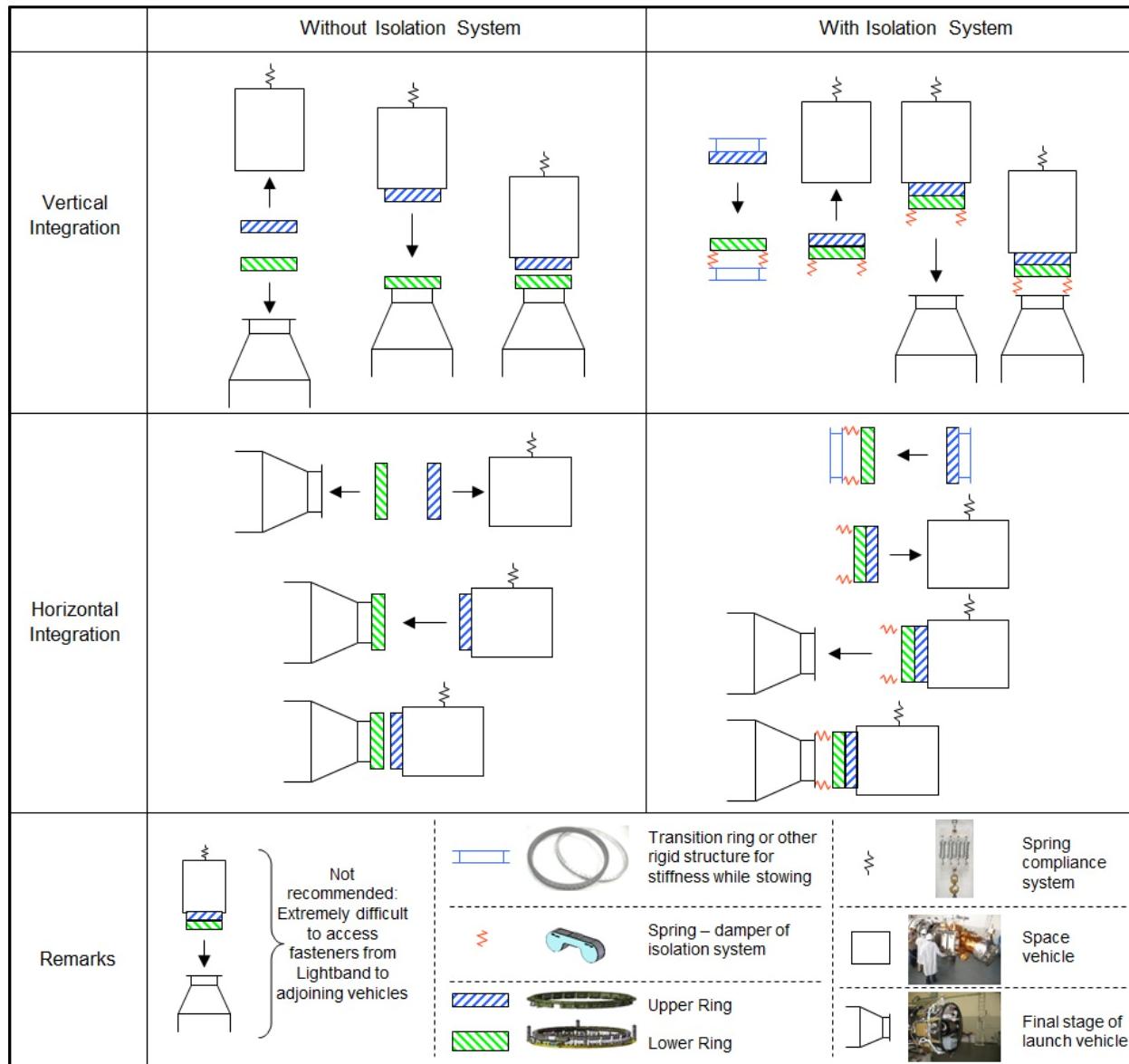


Figure 10-1: Typical vertical and horizontal integration methods

Vertical integration allows the weight of the space vehicle to compress the Separation Springs. Horizontal integration requires the capacity to compress the Separation Springs (such as a clamp that straddled the space vehicle). PSC manufactures proprietary Lightband Compression Tools that can be used for this purpose as well. See Table 20-1.

Isolation systems simplify integration because they remove the need to stow the Lightband in the field, alleviate flatness requirements, and add compliance to the system. Transition Rings can be used to simplify integration. See Section 20.

The compliance of the entire stack needs to be assessed in order to properly integrate the Lightband. When the Lightband is stowed as part of the integration process, the whole system will be structurally indeterminate. If the space vehicle and Upper Ring are too far from the Lower Ring or improperly aligned, the Lightband will have to pull the space vehicle down and vice versa. To minimize this effect, a compliance spring and/or a more precise control of space vehicle position in all six degrees of freedom is necessary.

Flatness of the adjoining surfaces should be within the flatness requirement defined in Table 5-1. If flatness requirements are not met by the structure, shims (epoxy or metal) can be used to attain the required flatness.

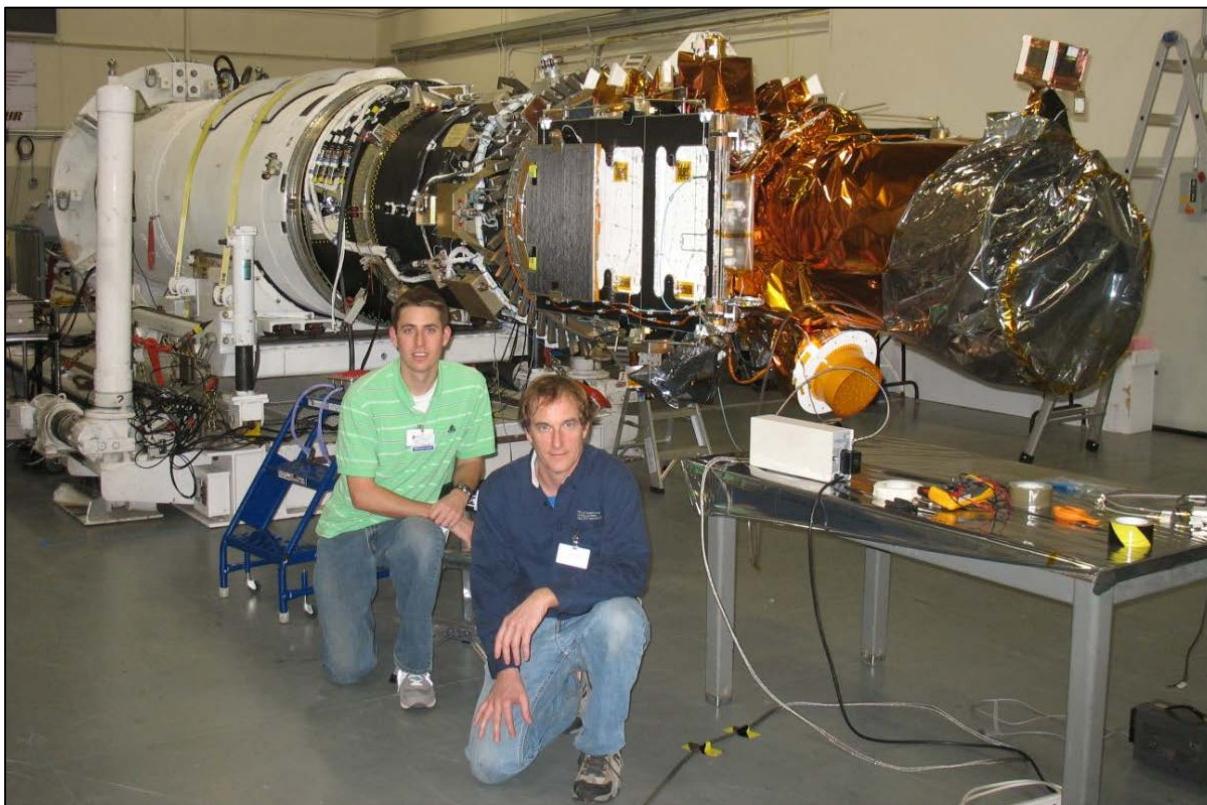


Figure 10-2: PSC engineers perform a horizontal integration (with an isolation system) of a space vehicle onto a launch vehicle

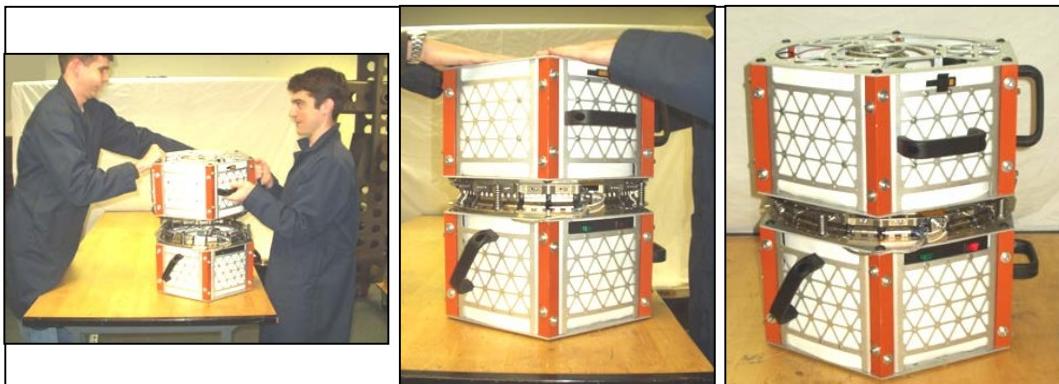


Figure 10-3: PSC customers perform a vertical integration (NanoSat)



Figure 10-4: PSC engineers perform a vertical integration (CAPE-ICU-I)

## 11. Reliability

Probability of Success	Confidence Level [%]
0.999	60
0.998	85
0.997	95
0.996	97.5

Table 11-1: Minimum reliability and corresponding confidence level

Table 11-1 was calculated using Table 22.4 of *Space Vehicle Mechanisms* by Peter L. Conley given approximately 1,000 no failure tests. Lightbands have cumulatively been operated more than 1,500 times during testing. Therefore the probability of successful Lightband separation is greater than 99.6% with a confidence interval of 97.5%. At no time has a Lightband fail to separate on-orbit.

As of the revision date of this document, the Lightband has operated successfully more than 40 times in spaceflight. There have been no failures to operate in spaceflight.

Prior to spaceflight, each Lightband is separated approximately 25 times to verify operability. These ground tests are part of acceptance or proto-qualification test programs conducted by PSC. As shown in Table 11-2, the Lightband allows the user to verify operation multiple times before in-flight separation.

	Fairing Sep System	Pyrotechnic Sep System	Motorized Lightband
Typical quantity of separations on flight unit	0	0	25

Table 11-2: Comparison of separation system separations before launch

Alternatively, PSC tests development and qualification units to examine reliability limits and inform the allowable limits of Lightbands in ground test and space flight. A typical qualification test will result in more than 100 separation tests on a single Lightband. These separation tests are part of all environmental tests.

Because of the reusability of the Lightband and the high production rate, it has been inexpensive to amass test data that is several orders of magnitude larger than competing pyrotechnic systems. The Lightband was designed to be reusable with the intent of demonstrating reliability.

Stowing consumes about 20 times more energy than deploying. So the act of stowing the Lightband before flight accurately indicates the capacity of the Lightband to deploy and separate on orbit. If the Lightband cannot be stowed, it indicates one of the motors is inoperable. The setting-for-flight operation (completed after the Lightband is stowed) is a low power operation completed by both motors. If the current into the motors is monitored during this operation as shown in Figure 6-10, it will provide data to clearly indicate the capacity of the Lightband to operate properly on orbit.

Maximum reliability of the Lightband can be attained by minimizing the power conducted into the Lightband and the number of cycles. Specifically, avoid unnecessary stow/deploy operations and minimize applied voltage levels as higher voltages will put more power into the mechanism. More power eventually leads to higher stresses applied to the Motor Bracket assembly.

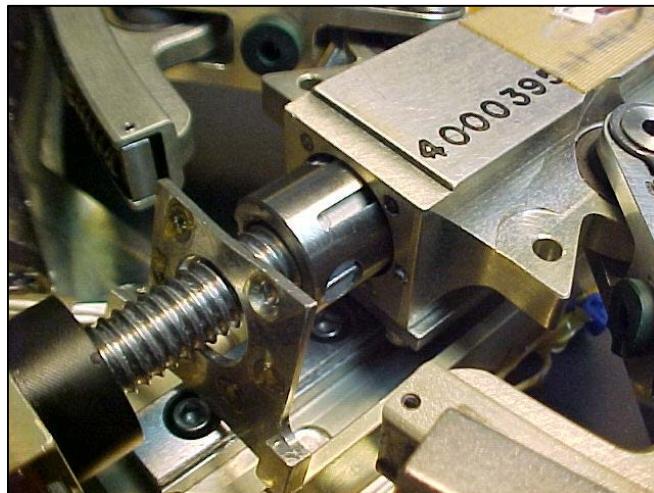
PSC constantly advances the Lightband technology to increase reliability during ground test and in flight. By building and testing about 15 flight Lightbands per year, PSC engineers are made aware of trends that may compromise reliability.

## 12. Failure Modes and Effects Analysis (FMEA)

PSC Document 2000770A *MkII Motorized Lightband Failure Modes and Effects Analysis* provides a detailed FMEA. The FMEA has four major sections: Primary Load Path, Motor Bracket Assembly, Subsystems, and Human Error.

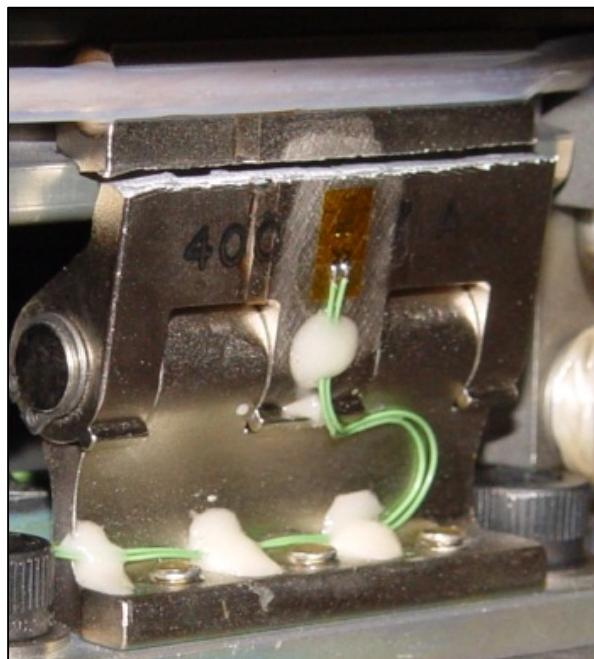
The most likely source of failure has been customer user error.

- A customer bypassed the Limit Switches, turned off current limit, and then used a screw driver to help the Lightband stow. It was already stowed, which is what the Limit Switches were for.



**Figure 12-1: End plate ripped off Sliding Tube because the Lightband was not properly set-for-flight**

- A customer forgot to notch vibration inputs and broke a Lightband Leaf, then kept testing.



**Figure 12-2: A Leaf from a Lightband cracked in half during a flawed random vibration test**

- A customer had PSC engineers fly to Kodiak, AK to fix a broken Lightband only to discover the customer was improperly operating a multimeter used to verify Lightband operation.
- A customer forgot the Lightband was connected to the power supply during a ground test of the initiation electronics. The Lightband deployed and the cantilevered structure separated damaging the Lightband.
- A customer miswired the cable from the launch vehicle to the Lightband resulting in stalling the motors for approximately 60 seconds.

The most common customer errors arise when they fail to follow stow procedures properly or fail to verify electrical connections. These failures are typically discovered soon after receipt by customer and at considerable cost. To prevent this failure mode, all Lightband users are required to complete the aforementioned Lightband training course provided by PSC at no extra cost and urged to study this manual in detail. See Section 23.

## 13. Cleanliness & Handling

Users should store and operate the Lightband in a visibly clean environment. The Lightband should be covered when not in use.

The Lightband is assembled and tested in an environment that is visibly clean. The thermal vacuum acceptance test tends to boil-off volatile contaminants and expose the presence of contaminants by not allowing the chamber to reach low pressure states ( $<10e-5$  Torr). As such, the thermal-vacuum test tends to clean the Lightband of volatile materials or expose the presence of unacceptable contamination. The Lightbands are covered when not in use at PSC. The shipping methods section shows the contamination control methods used in shipping.

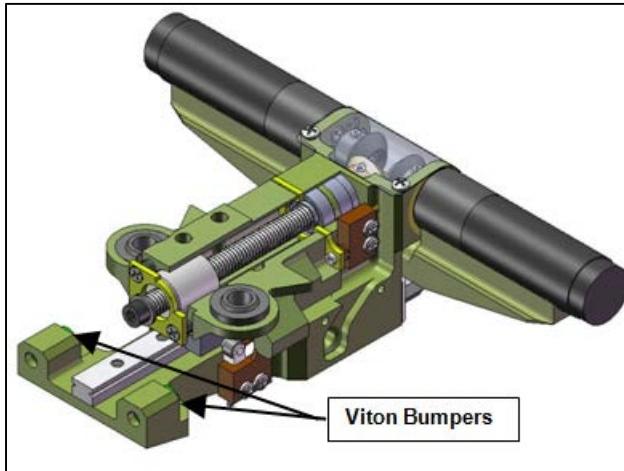


Figure 13-1: Viton bumpers can be a small debris source

The Viton bumpers can shed ( $<0.005$  inch diameter) debris if the Lightband is stowed and deployed beyond its useable life.

When the Lightband is separated and not attached to other structures, it is in its most flexible and fragile state. When the Motor Assembly is exposed to accidental loading the mechanical junctions may loosen. This could lead to cracking of Motor Assembly components.

The Separation Connectors can collect debris when the Lightband is in a deployed state. This can lead to inadvertent intermittencies. PSC recommends that the exposed Separation Connector pins be covered when in the deployed state for extended durations.

Lubricant (Braycote 601) is applied in several locations and should not be removed by cleaning processes. Lubricant is located in the Motor Bracket Assembly, the Retaining Ring Assembly, the Leaf Assemblies, and in the accepting groove of the Upper Ring.

## 14. Manufacturing Process

Engineers at PSC design assemble and test Lightbands. All of the machining and fabrication is completed by vendors qualified to PSC's standards. PSC maintains written documentation of all tasks associated with flight hardware procurement, storage, assembly, test, and shipment. Lightbands and their subsystems are tracked and completely traceable using their purchase order, serial number, or lot number. Just like in testing at PSC, manufacturing is done in teams. Two engineers sign-off on steps in manufacturing procedures (one acts as the technician, the other as quality assurance) and three engineers execute a Build Complete Review (BCR) as the final step in the completion of the manufacturing procedures. PSC writes, executes and approves manufacturing procedures. PSC also takes any corrective action after required customer notification if anomalies arise. The customer furnished wiring harness is not included in the manufacturing of a Lightband at PSC. (The harness is added later by the customer.)

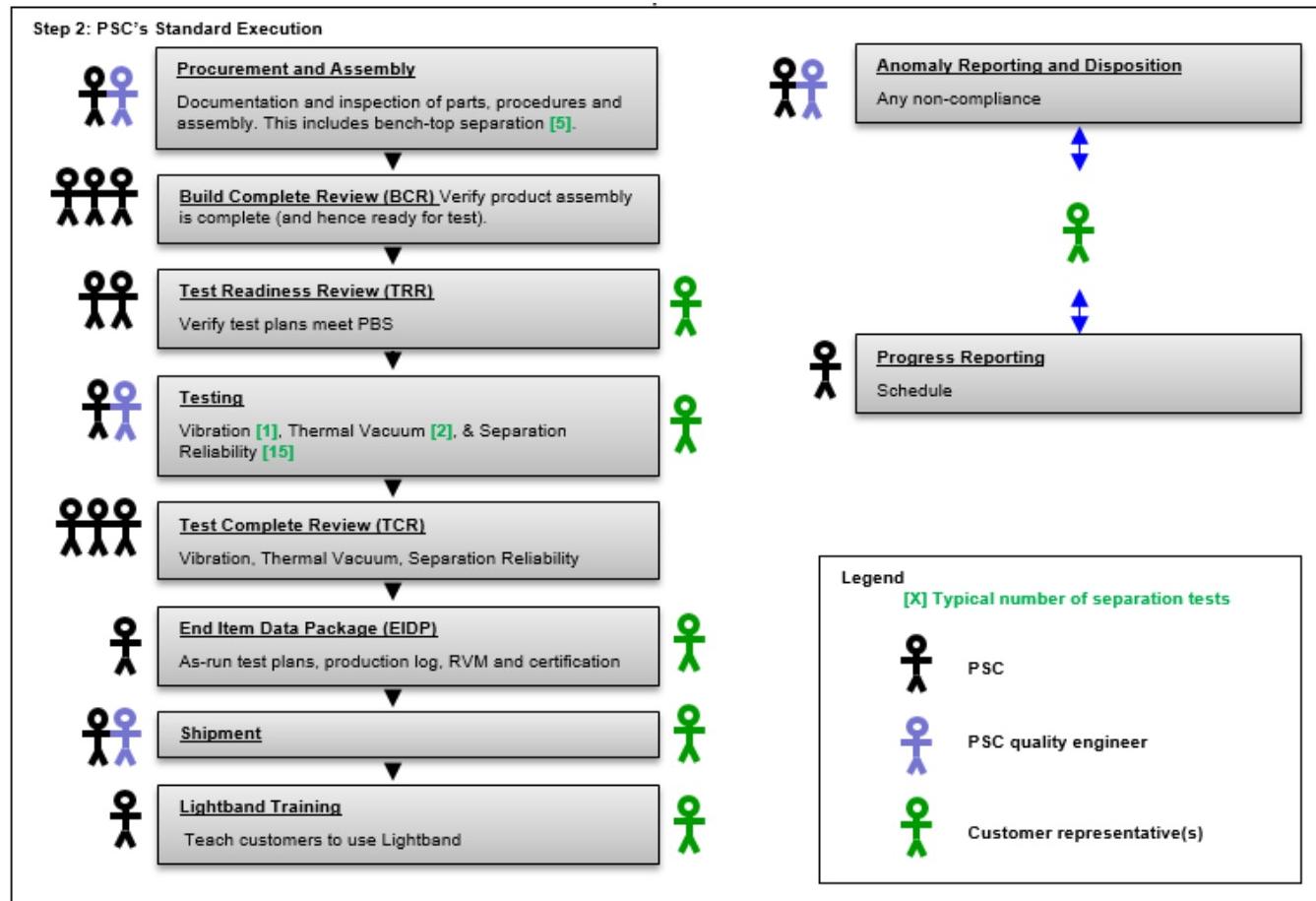


Figure 14-1: PSC's standard manufacturing process

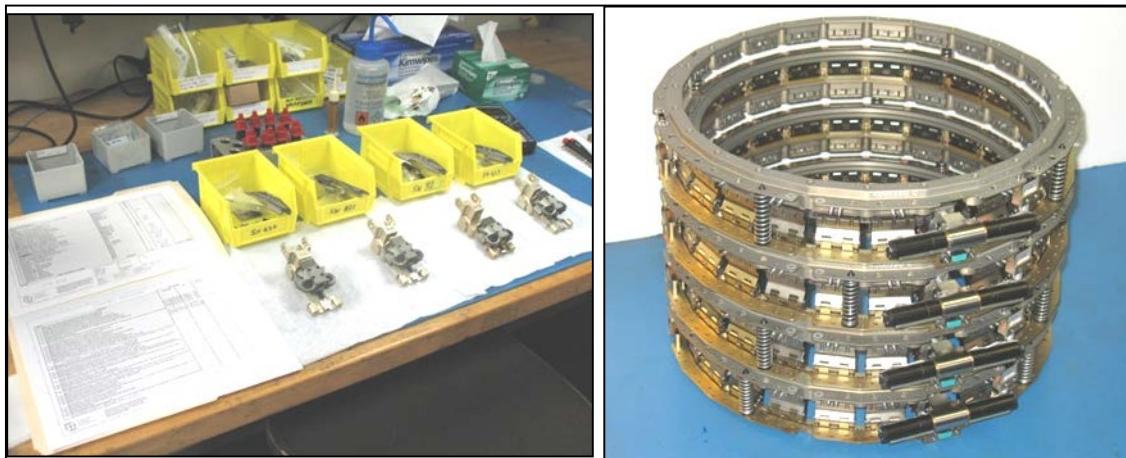


Figure 14-2: Lightband assembly at PSC



Figure 14-3: PSC's flight hardware assembly clean room

## 15. Acceptance Testing of Lightbands

PSC completes three standard acceptance tests (Vibration, Thermal Vacuum, and Separation Reliability) on flight Lightbands prior to delivery. This is part of PSC's quality assurance plan. EDU Lightbands are only put-through several bench-top separation tests. Just like during assembly, testing is performed by a team of PSC engineers. Two engineers sign-off on individual steps in testing procedures (one acts as the test director, the other as quality assurance) and three engineers execute a Test Complete Review (TCR) as the final step in the completion of the test procedures.

The Lightband is tested as "a unit" with respect to the definition in MIL-STD-1540. However, PSC's testing of the Lightband does not include the wiring harness, which as noted earlier can weigh as much as or more than the Lightband. GSE Transition Rings are fastened to the Lightband during testing to mimic flight-like structural, thermal, and dynamic boundary conditions.

PSC writes, executes, and approves all test plans. PSC also takes any corrective action if anomalies arise after required customer notification. If requested, customers are supplied the test plans prior to test start. The customer furnished wiring harness is not included in the standard testing. Prior to these tests, PSC completes several bench-top separation tests in order to tune-in the preload force of the Retaining Ring. There is no set sequence for these four tests. Generally, customers are permitted to send one (1) person to attend all testing at PSC. Arrangements must be made with PSC ahead of time if a customer representative is to attend a test.

Test engineers may opt to employ a Load Cell Link (connects the Sliding Tube to the Retaining Ring) to monitor Retaining Ring preload during test. Following testing, the Load Cell Link is replaced with an un-instrumented Link.

Event	Standard or Optional Test?	Motors powered [A, B, Both] at Voltage [V]	Typical Number of Separations Performed
Bench-top separation	Standard	Both28	5
Vibration Test	Standard	Both28	1
Thermal Vacuum Test	Standard	A24, B24	2
Separation Reliability Test	Standard	A32,B32, Both32, A28,B28, Both28, A24, B24, Both24	12
Strength Test	Optional	Both28	1
Shock Test	Optional	Both 28	1
Total			26

Table 15-1: Initiation voltages during (or immediately following) test

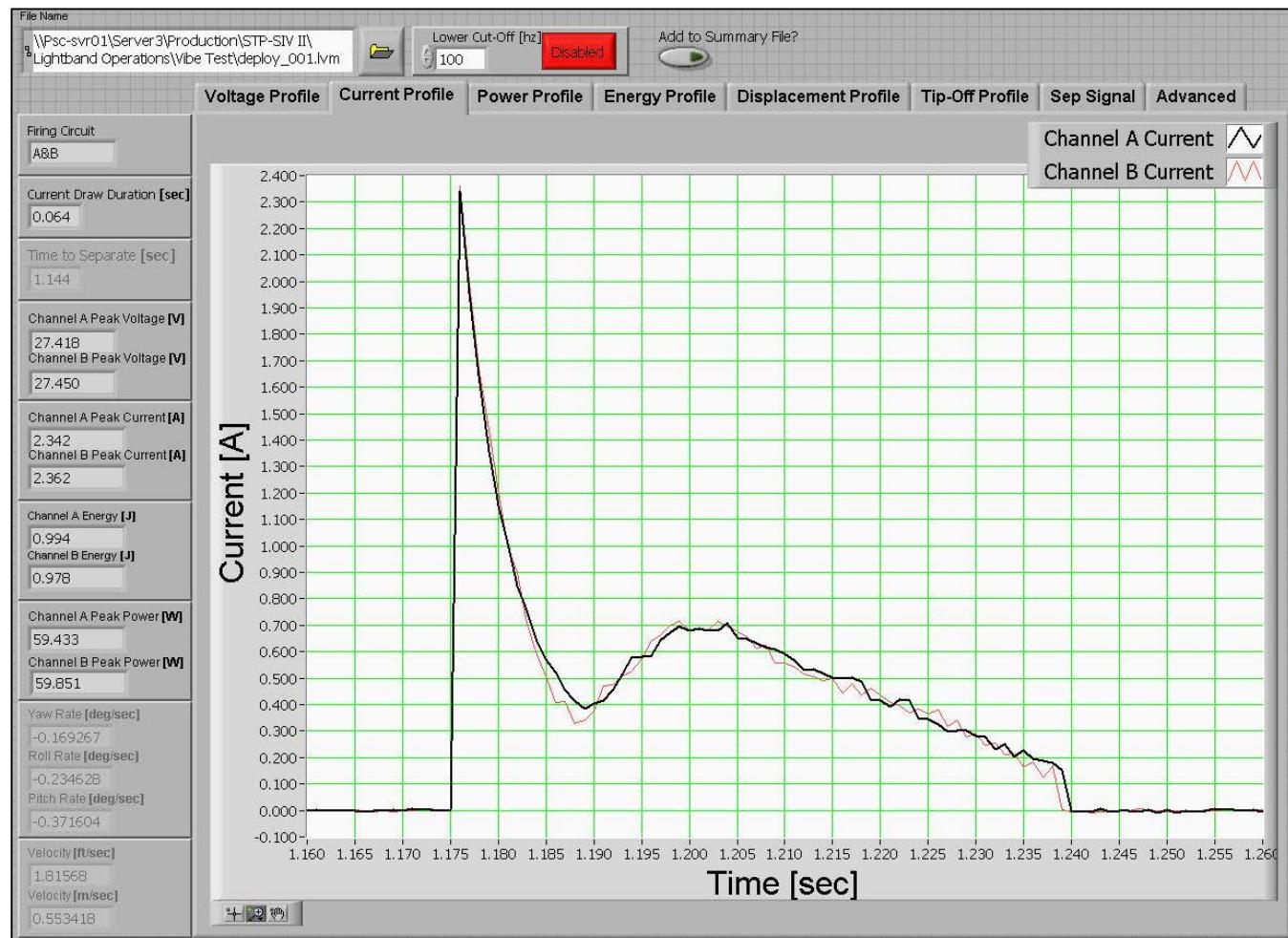


Figure 15-1: Typical test data from a Lightband separation test

## 15.1 Standard Acceptance Tests

Each test in this section is performed on every flight Lightband built by PSC. The test parameters default to those shown herein. Any adjustment to these parameters is considered custom work.

### 15.1.1 Vibration Test

**Location:** Qualified Vibration Test Facility in DC-metro area

**Objective:** Verify workmanship

**Test Description:** During this test, the test item will be exposed to a controlled random vibration profile in three orthogonal axes. Upon completion of vibration, the test item will be separated and then formally inspected to verify that it still operates nominally.

**Standard Levels:** Table 15-2 and Figure 15-2 show the nominal acceptance test random vibration profile. These values are derived from *MIL-STD -1540-E Test Requirements for Launch, Upper-Stage, and Space Vehicles (SMC-TR-06-11)*.

**Number of separations:** One (1) following the last of three axes of vibration

**WARNING:** These vibration levels should not be applied to the Lightband when the Lightband is supporting a substantial mass without carefully considering the effects of resonance and structural impedance. The prescribed environment below is for the Lightband alone. When the Lightband is supporting a structure, engineers must determine how the vibration environment will generate line loading and how much of the Lightband's fatigue life will be consumed.

Freq. [Hz]	ASD [G <sup>2</sup> /Hz]	dB	OCT	Slope [dB/OCT]	AREA	G <sub>rms</sub>
20	0.0130	*	*	*	*	*
50	0.0800	7.89	1.32	6.0	1.25	1.1
800	0.0800	0.00	4.00	0.0	61.25	7.8
2,000	0.0130	-7.89	1.32	-6.0	99.91	10.0

Table 15-2: Nominal acceptance random vibration test profile

Parameter	Value	Tolerance
Overall [G <sub>rms</sub> ]	10.0	±1.0
Duration per axis [s]	60	+10/-0%
Axes tested [-]	X, Y, Z	-
Control strategy	Max	-
Ctrl tolerance, 10-1000 Hz [dB]	-	1.5
Ctrl tolerance, >1000 Hz [dB]	3.0	-
Max. Ctrl. Bandwidth [Hz]	5	-
NBE Tol, 20-100 [Hz]	10	-
NBE Tol, 100-1000 [Hz]	10% of midband frequency	-
NBE Tol, 1000-2000 [Hz]	100	-
Control. Accel. Crosstalk Upper Limit [G <sub>rms</sub> ]	In-axis input level	-
Random vibe DOF per channel [-]	120	±20
Data Sampling Rate [Hz]	5,000	minimum

Table 15-3: Nominal random vibration test parameters

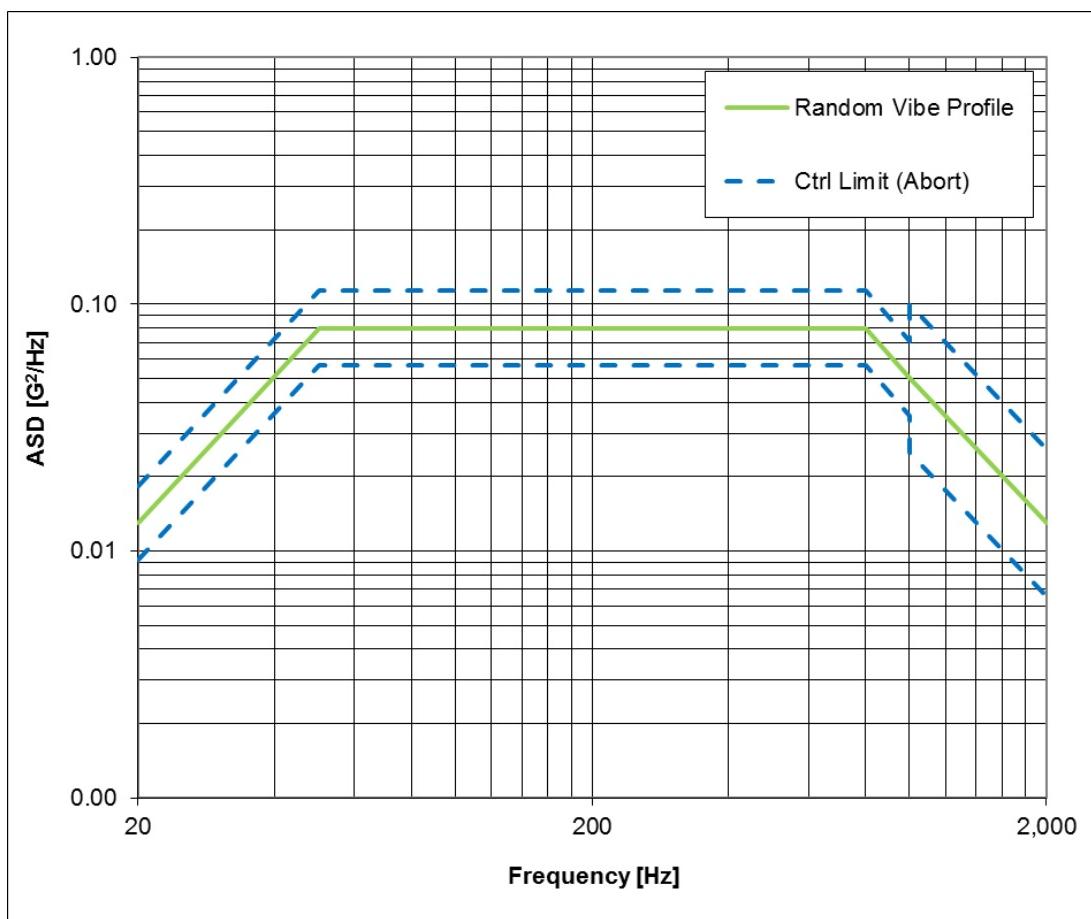


Figure 15-2: Nominal acceptance random vibration test profile

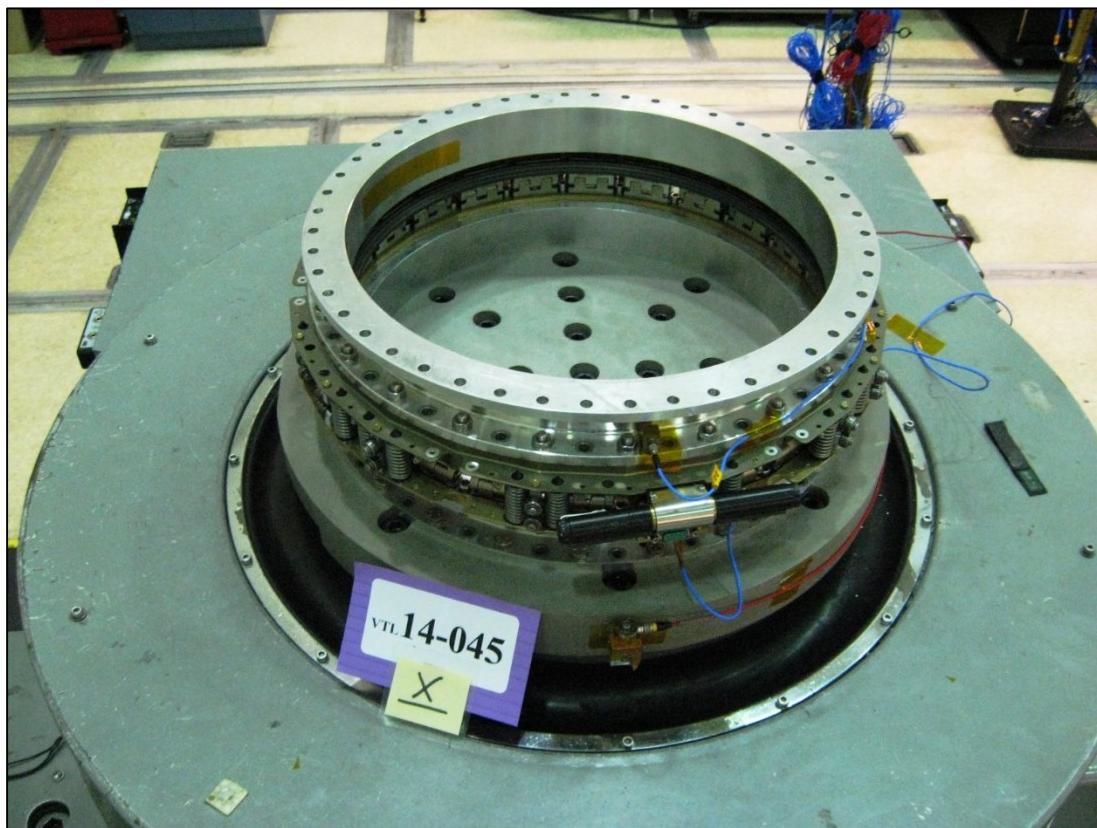


Figure 15-3: Nominal vibration test configuration, MLB15.000 shown

### 15.1.2 Thermal-Vacuum Test

**Location:** PSC

**Objective:** Verify time-to-separate at temperature and pressure extremes

**Test Description:** During this test, the test item will be thermally cycled while inside a chamber that creates a partial vacuum as a simulation of in-flight conditions. At various points throughout the cycling, the Lightband will be initiated from the stowed state. Upon completion of cycling in partial vacuum, the test item will be formally inspected to verify that it still operates nominally.

A dwell in excess of 10 minutes is unnecessary because the Lightband is relatively conductive, unlike, for example, an avionics box which may possess many structures that are poorly coupled to the thermal sink.

**Standard Levels:** +70°C bake-out for 60 minutes then -24.0° to +56.0° C, 4 cycles, 10<sup>-5</sup> Torr, 10 minute dwells

**Number of separations:** One separation after the 1<sup>st</sup> cycle at low temperature and another after the 4<sup>th</sup> cycle at high temperature.

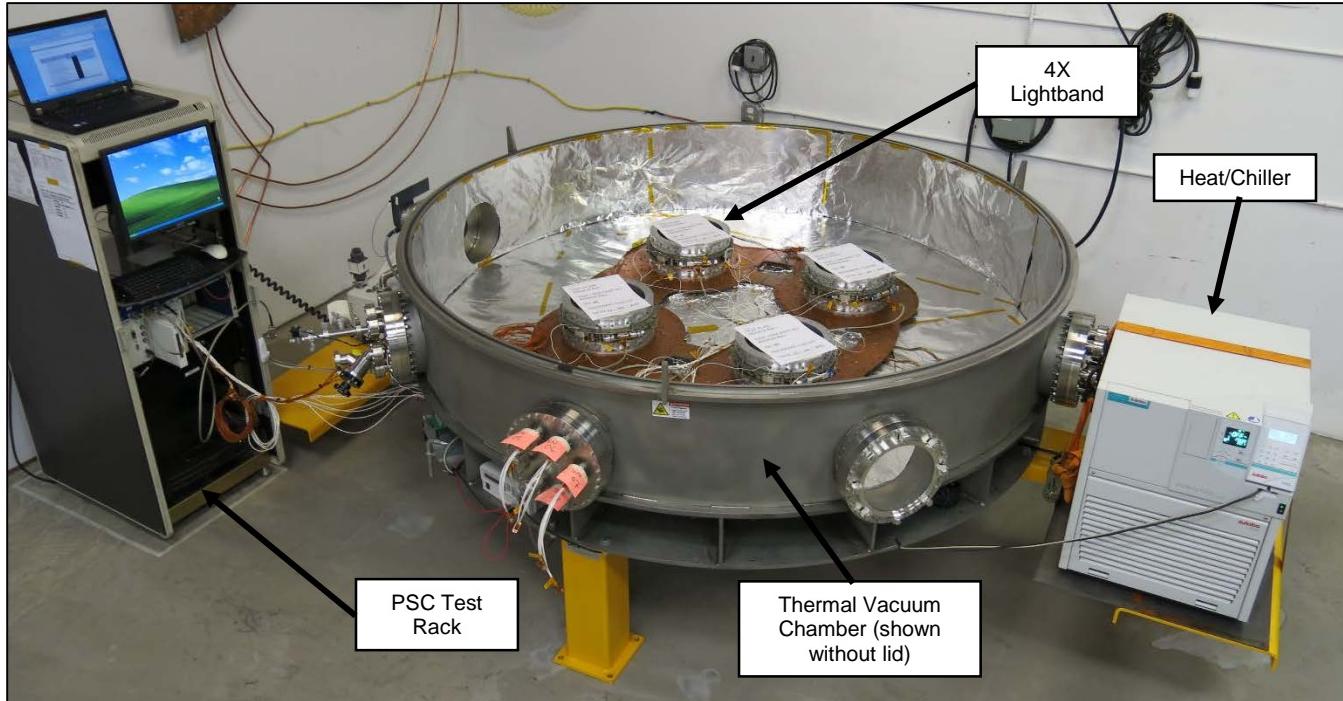


Figure 15-4: 4X MLB11.732 inside the PSC Thermal Vacuum Chamber

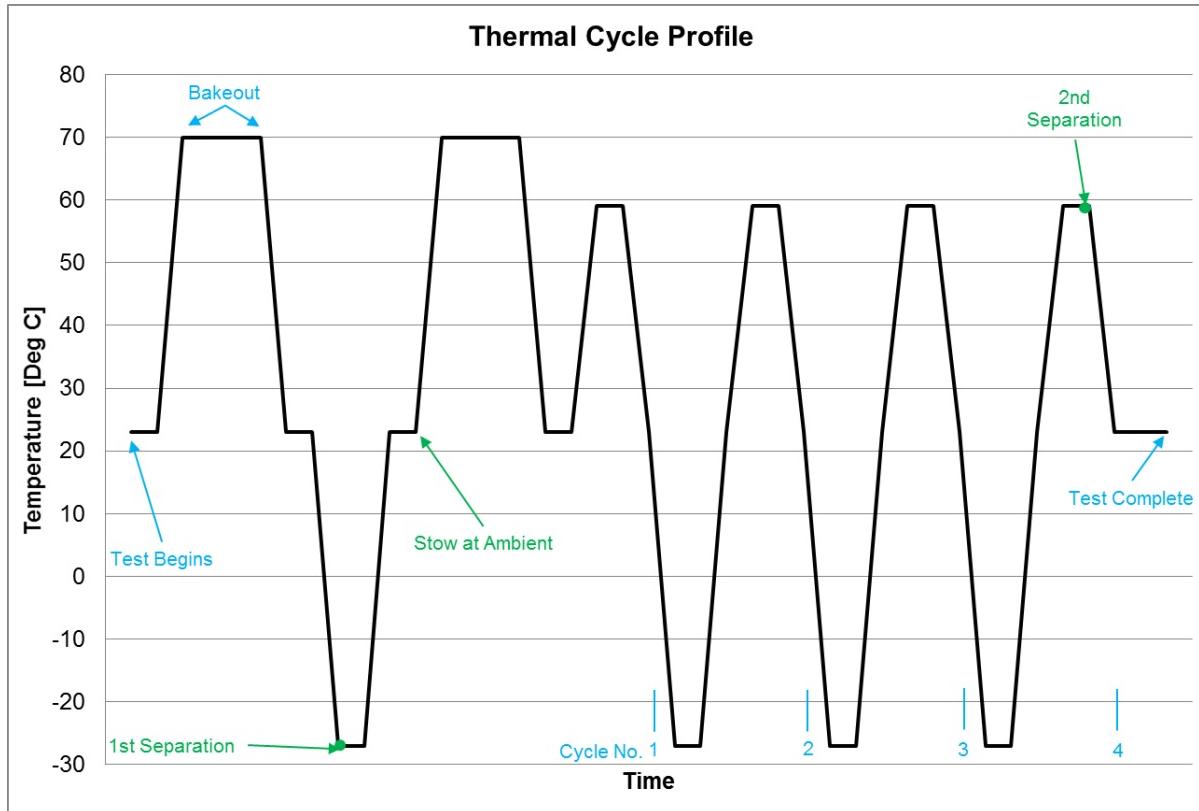


Figure 15-5: Nominal simulated thermal profile during test

### 15.1.3 Separation Reliability Test

**Location:** PSC

**Objective:** Verify separation velocity, time-to separate, time to initiate, rotation rates and repeatability

**Test Description:** During this test, the test item will be repeatedly separated on a 5 degree-of-freedom test fixture. For each separation, the separation velocity and rotation rates of the separating half of the fixture will be measured along with the standard operation data such as motor current draw and time to initiate. If necessary, the configuration and quantity of Separation Springs may be modified to meet separation velocity and rotation rate requirements. Upon completion of 10 consecutive separations where all requirements are met, the test item will formally inspected to verify that it still operates nominally. The separation reliability test is usually tailored to each mission because the separation velocity and rotation rates may be unique.

In the rare case that the CM is not on the Lightband  $X_{LB}$ , PSC can test by shifting the Lightband WRT the center of the spherical air-bearing. Thus the CM offset can be nullified by relocating the sum of the spring's action to the CM. This operation is not trivial and adds substantially to this test effort. Customers should be sure such a test is warranted before requesting it.

**Standard Levels:**

- Separate with one and both motors while varying voltage.
- Separating mass: Customer requirement  $\pm 25\%$
- Rotation rates for payloads  $\leq 200$  lbs:  $0.0 \pm 5.0$  deg/s
- Rotation rates for payloads  $> 200$  lbs:  $0.0 \pm 1.0$  deg/s
- Separation Velocity: Customer requirement  $\pm 0.25$  ft/s
- $CM_{XLB}$ : Customer requirement  $\pm 0.5$  inches (minimum testable value is 15.0 inches)
- $CM_{YLB}$ :  $0.0 \pm 0.05$  inches
- $CM_{ZLB}$ :  $0.0 \pm 0.05$  inches

**Number of separations:** At least 11, typically 15

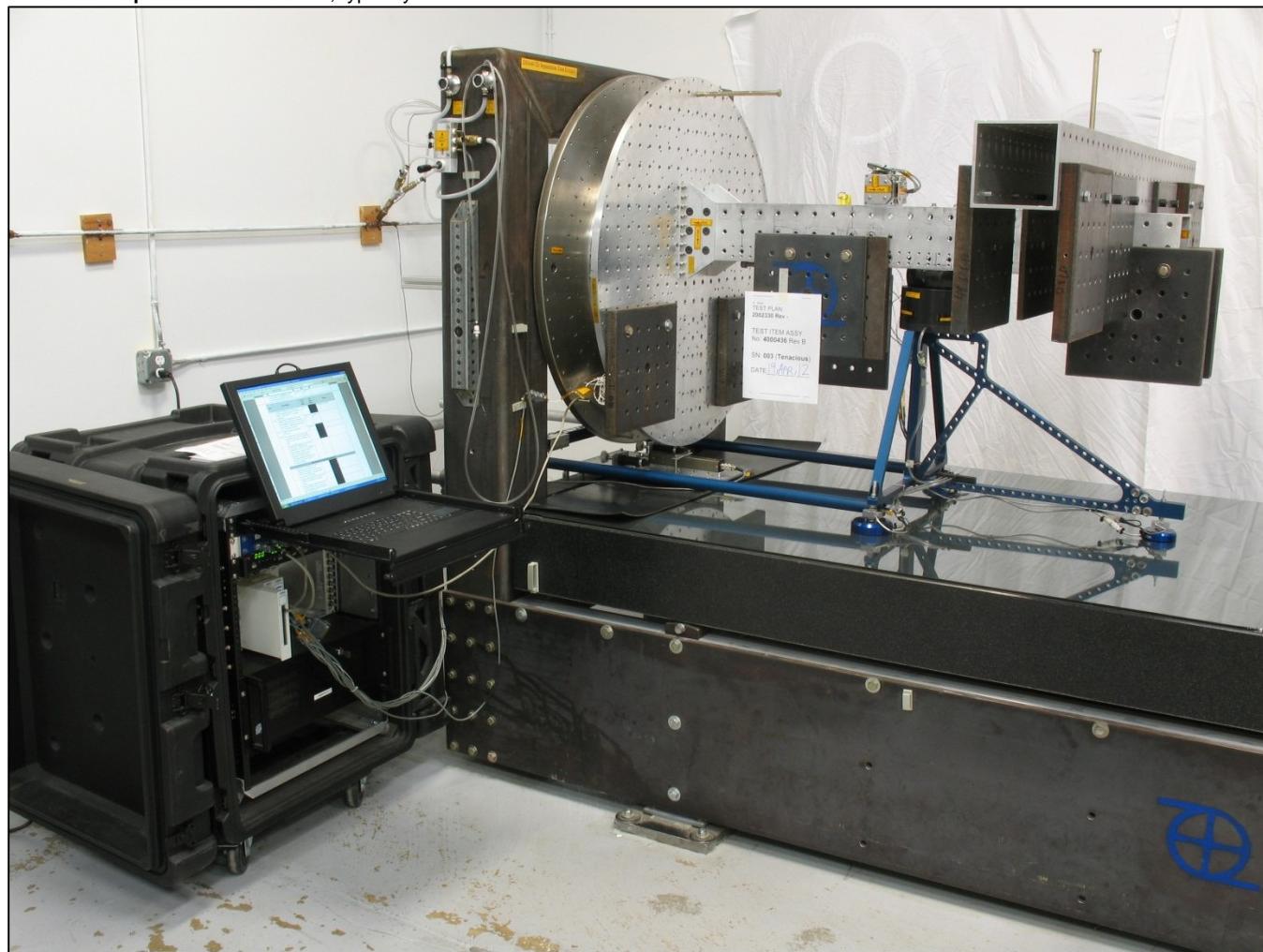


Figure 15-6: A spherical air bearing on three planar air bearings allows frictionless 5 degrees of freedom

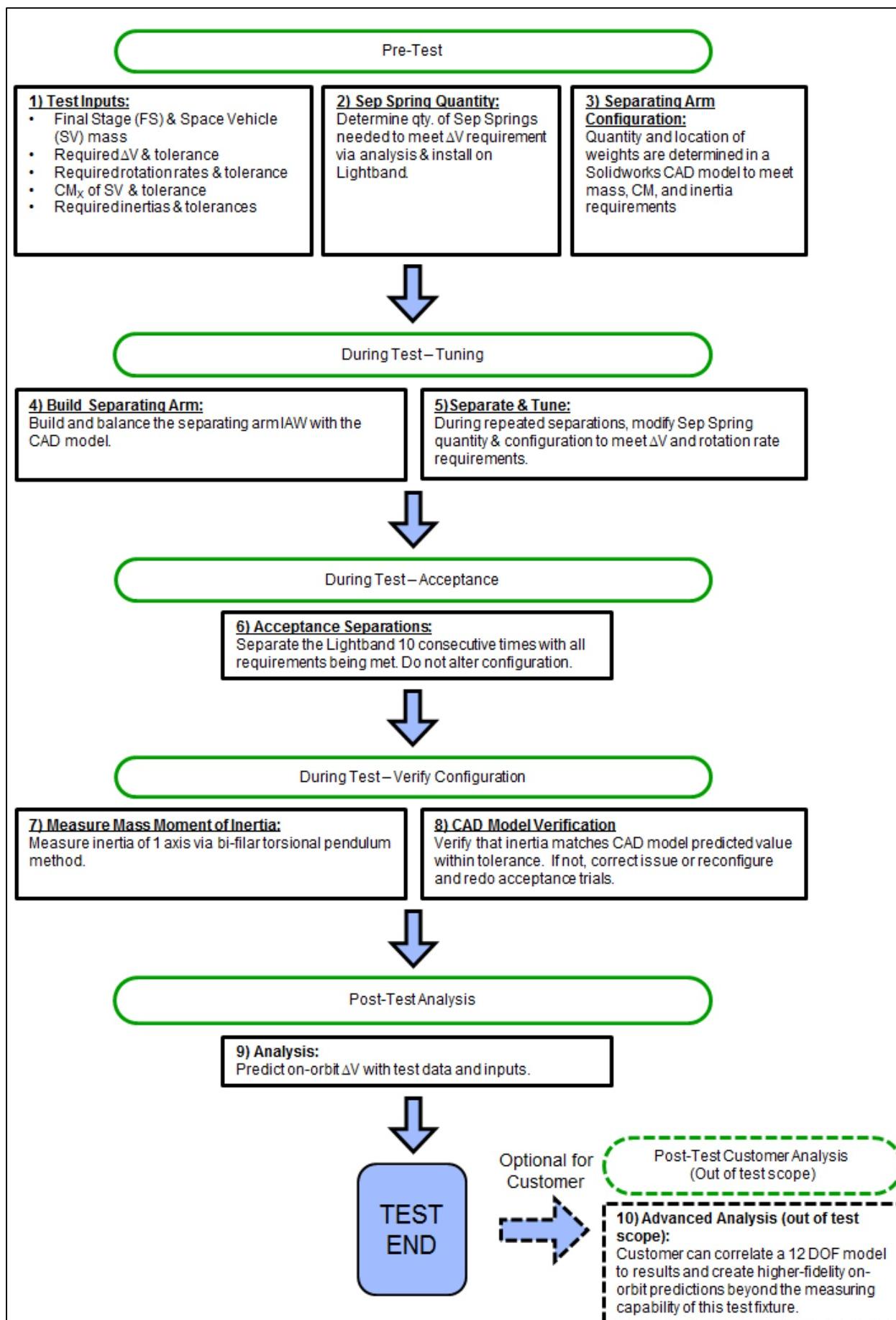


Figure 15-7: Nominal separation reliability test flow

Trial	Cfg.	.lvm File Name	Sep. Spring Qty.	Motors Used to Deploy	Initiation Voltage [V]	Ch A Peak Voltage [V]	Ch B Peak Voltage [V]	Ch A Peak Current [A]	Ch B Peak Current [A]	Time to Initiate <sup>4</sup> [sec]	Pitch (-ZLB) [deg/s]	Roll (+XLB) [deg/s]	Yaw (-YLB) [deg/s]	Velocity [ft/s]	Kinetic Energy [J]	Predicted Flight Separating Velocity <sup>3</sup> [m/s]	Predicted Flight Separating Velocity <sup>3</sup> [ft/s]	Free Separating Half Weight [lbf]	Stowed Separating Half Weight [lbf]
Tuning																			
1	1	deploy_001	6	A&B	28.0	28.204	28.281	2.539	2.441	0.056	-0.265	-1.066	-0.990	1.279	4.89	0.459	1.506	142.3	139.9
2	2	deploy_002	6	A&B	28.0	28.170	28.213	2.455	2.730	0.056	-0.292	-1.149	-0.739	1.277	4.88	0.458	1.503	142.3	139.2
3	3	deploy_003	6	A&B	28.0	28.183	28.179	2.563	2.448	0.053	-0.279	-1.585	-0.581	1.280	4.90	0.459	1.507	142.3	139.0
Acceptance																			
1	3	deploy_001	6	A&B	28.0	28.241	28.161	2.665	2.430	0.055	-0.658	-1.916	-0.597	1.277	4.88	0.458	1.503	142.2	139.7
2	3	deploy_002	6	A	28.0	28.056	24.049	2.708	3.305	0.070	-0.648	-2.282	-0.565	1.277	4.88	0.458	1.503	142.2	139.4
3	3	deploy_003	6	B	28.0	23.756	28.037	4.308	2.633	0.070	-0.714	-2.229	-0.631	1.277	4.88	0.458	1.504	139.9	140.8
4	3	deploy_004	6	A&B	32.0	32.263	32.325	2.799	2.788	0.048	-0.466	-1.657	-0.628	1.277	4.88	0.458	1.503	142.4	140.4
5	3	deploy_005	6	A	32.0	32.037	27.620	3.078	3.242	0.061	-0.699	-2.034	-0.619	1.280	4.90	0.459	1.507	142.4	140.7
6	3	deploy_006	6	B	32.0	27.240	32.047	4.223	2.836	0.061	-0.659	-1.924	-0.661	1.276	4.87	0.458	1.502	142.4	140.6
7	3	deploy_007	6	A&B	24.0	24.486	24.188	2.092	2.311	0.064	-0.548	-1.674	-0.627	1.274	4.86	0.457	1.500	142.4	140.0
8	3	deploy_008	6	A	24.0	24.075	20.786	2.154	2.940	0.078	-0.614	-2.021	-0.600	1.280	4.90	0.459	1.507	142.3	139.6
9	3	deploy_009	6	B	24.0	20.458	24.045	3.097	2.231	0.076	-0.611	-2.208	-0.713	1.276	4.87	0.458	1.502	142.3	139.5
10	3	deploy_010	6	A&B	28.0	28.201	28.219	2.439	2.436	0.052	-0.481	-1.901	-0.688	1.279	4.89	0.459	1.505	142.4	139.2
Mean <sup>2</sup>																			
Minimum <sup>2</sup>																			
Maximum <sup>2</sup>																			
Standard Deviation <sup>2</sup>																			
Allowable Maximum																			
Allowable Minimum																			
Separating Half Mass:										Notes:									
142 lb										1) About CM (center of spherical bearing) and aligned with Lightband coordinate system.									
64.41 kg										2) For acceptance trials only.									
FS 3000										3) Assumes the following masses [kg]									
SV 47										4) Time from power on until either deploy limit switch initially opens.									

Figure 15-8: Nominal test results from separation reliability test conducted on an MLB15.000

## 15.2 Optional Acceptance Tests

The following acceptance tests are not standard and are not usually performed for each flight Lightband produced. Criteria that determine the need for these tests are stated herein.

### 15.2.1 Strength Test

**Location:** PSC

**Objective:** Verify strength of the Lightband

**Test Description:** During this test, the test item will be exposed to quasi-static loading that is intended to simulate in-flight acceleration forces in the stowed configuration. Each combination of loads is known as a load case. Upon completion of all load cases, the test item will be separated and then formally inspected to verify that it still operates nominally.

**Standard Levels:** Half of maximum loads shown in Table 5-1. Lateral and axial loads applied independently. The load is held at maximum level for at least 60 seconds. Load is applied in about 20% increments.

**Number of separations:** One (1) following all load cases.

**Criteria for performing test:**

- 1) The unit demonstrates an axial line load margin of safety of less than +1.0 and a lateral line load margin of safety of less than +1.0 in pre-test analysis.  
OR
- 2) The unit design is custom such that it uses materials in the load path that are different from those in Table 5-9.  
OR
- 3) The unit will not undergo a random vibration test to verify workmanship.

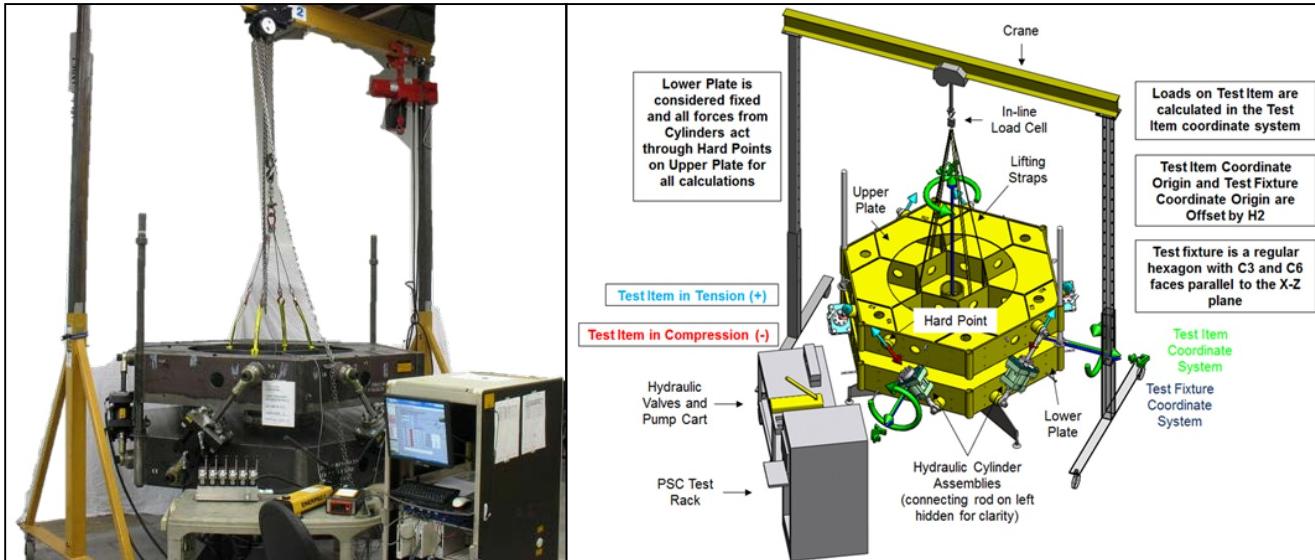


Figure 15-9: The PSC Strength Test Fixture

### 15.2.2 Shock Test

**Location:** PSC

**Objective:** Measure the shock produced by the test item during separation and prove that the test item can operate nominally after being exposed to required shock profiles.

**Test Description:** During this test, the shock produced by the test item during separation will be measured. Then the test item will be exposed to the required shock profiles. Upon completion of shock exposure, the test item will be separated and then formally inspected to verify that it still operates nominally.

**Standard Levels:** Shock applied to the Lightband is shown in Table 15-4 and Figure 15-10. These values are derived from *MIL-STD -1540-E Test Requirements for Launch, Upper-Stage, and Space Vehicles (SMC-TR-06-11)*.

**Number of separations:** One (1) following all load cases.

**Criterion for performing test:** The unit is expected to be exposed to a shock spectrum not previously experienced by a Lightband. PSC will determine whether this criterion is true during the contract negotiations process.

Frequency [Hz]	Acceleration [g]		Slope [dB/OCT]
	Lower Bound	Nominal	
100	50	100	-
600	300	600	6.0
3,000	1,500	3,000	6.0
10,000	1,500	3,000	0.0

Table 15-4: Nominal shock profile applied to the Lightband

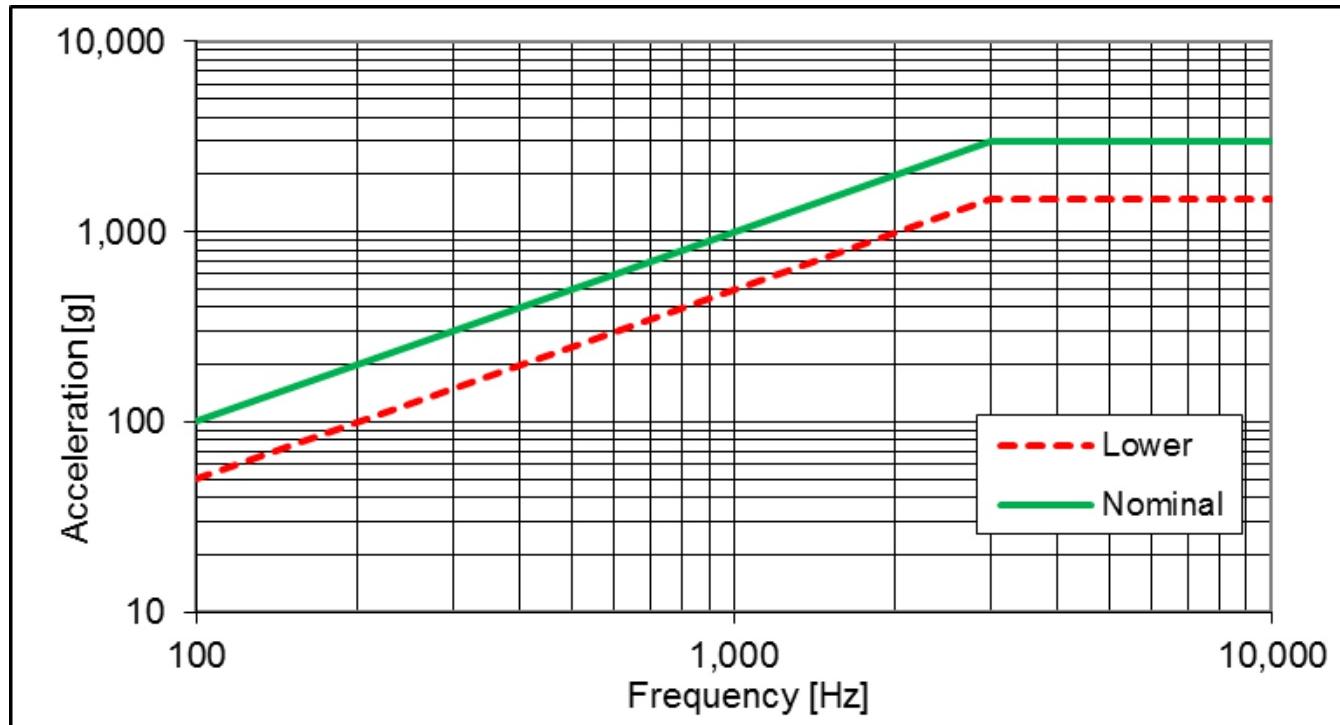


Figure 15-10: Nominal shock profile applied to Lightband

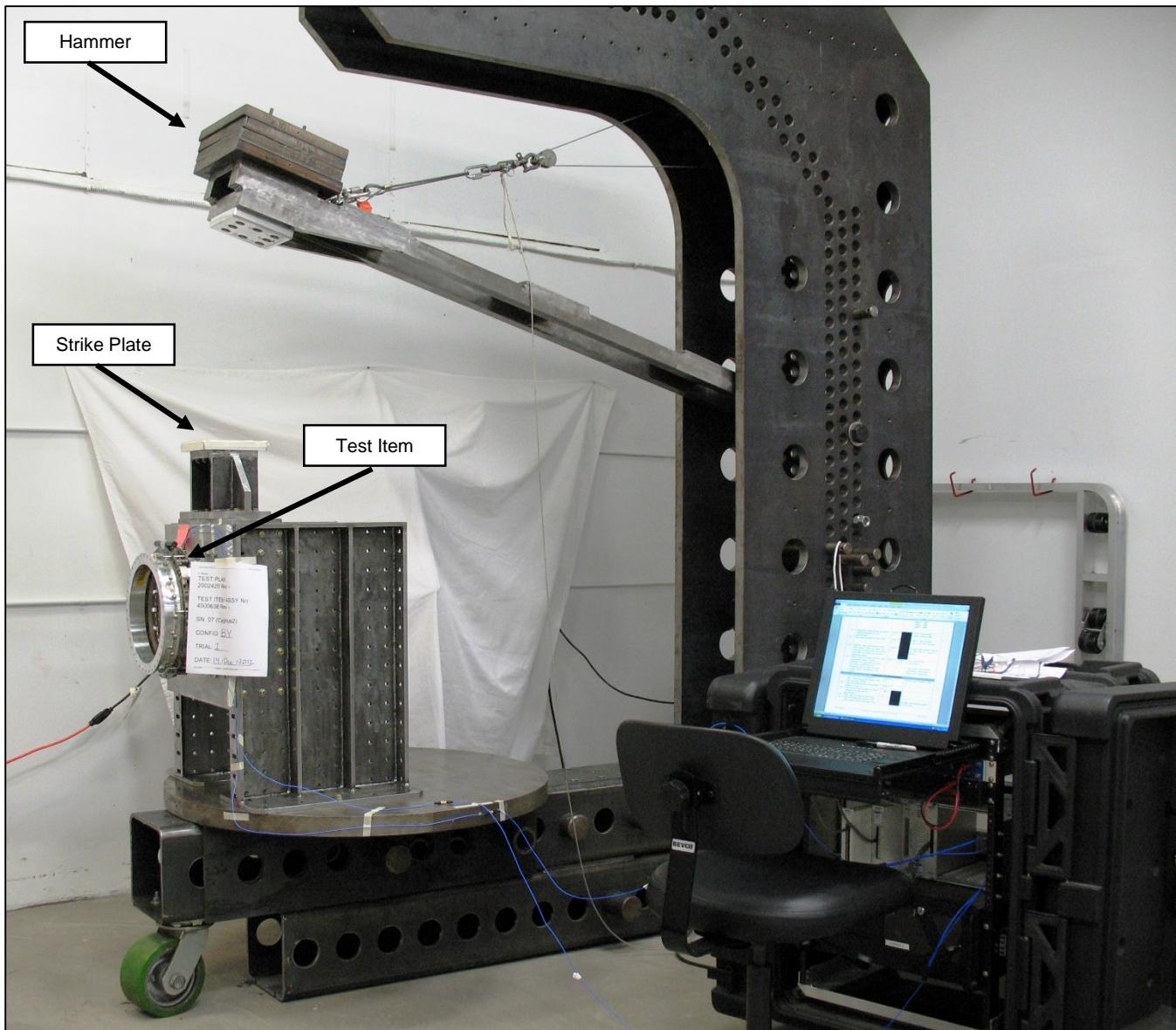


Figure 15-11: A shock test of a MLB11.732 performed on PSC's shock test fixture

## 16. Qualification Testing of Lightbands

Various diameters of Lightbands have been put through qualification environmental test on multiple occasions. Qualification tests of Lightband diameters shown in Table 5-1 are generally not required and should be considered custom work. This section is intended as a reference to present proven limits of the Lightband during previous environmental qualification tests.

### 16.1 Vibration Qualification Test

#### 16.1.1 MLB15.000 Vibration Qualification Test

Tested vibration limits of a 15 inch diameter Lightband are shown in Table 16-1, Table 16-2, and Figure 16-1.

**WARNING:** These vibration levels should not be applied to the Lightband when the Lightband is supporting a substantial mass without carefully considering the effects of resonance and structural impedance. The prescribed environment below is for the Lightband alone. When the Lightband is supporting a structure, engineers must determine how the vibration environment will generate line loading and how much of the Lightband's fatigue life will be consumed.

Freq. [Hz]	ASD [G <sup>2</sup> /Hz]	dB	OCT	Slope [dB/OCT]	AREA	G <sub>rms</sub>
20	0.0260	*	*	*	*	*
50	0.7960	14.86	1.32	11.24	8.30	2.88
100	0.7960	0.00	1.00	0.00	48.10	6.94
140	0.1990	-6.02	0.49	-12.40	64.68	8.04
400	0.1990	0.00	1.51	0.00	116.42	10.79
600	0.1590	-0.97	0.58	-1.67	151.80	12.32
2,000	0.0143	-10.46	1.74	-6.02	218.56	14.78

Table 16-1: Previous qualification test vibration limits of MLB15.000

Parameter	Value	Tolerance
Overall [G <sub>rms</sub> ]	14.78	-
Duration per axis [min]	3.00	+10/-0%
Axes tested [-]	X, Y, Z	-
Ctrl tolerance [dB]	-	3.0
Max. Ctrl. Bandwidth [Hz]	20	-
NBE Tolerance [Hz]	100	-
Control Accel. Crosstalk Upper Limit [G <sub>rms</sub> ]	In-axis input level	-
Random vibe DOF per channel [-]	110	±0

Table 16-2: Qualification random vibration test parameters of MLB15.000

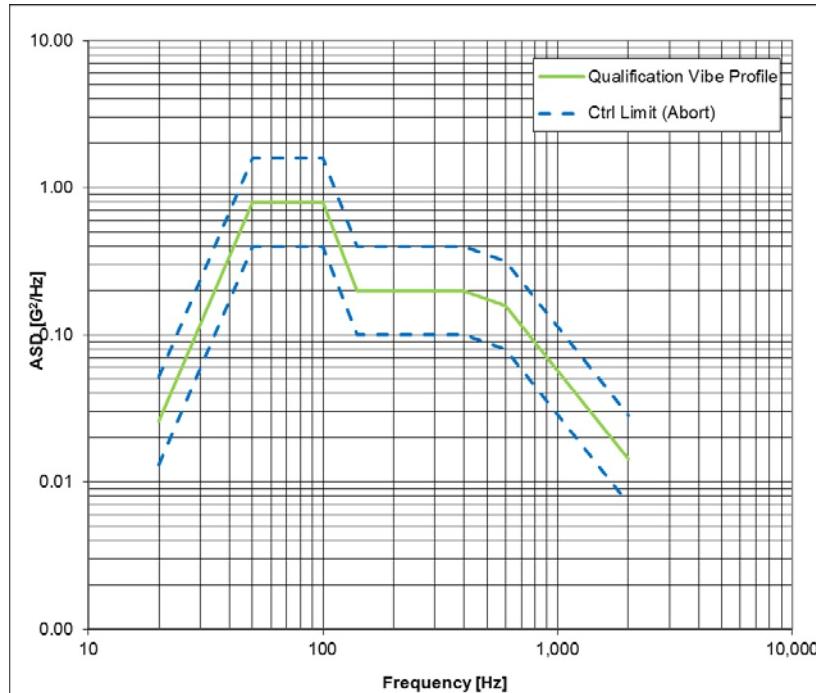


Figure 16-1: Random vibration profile of qualification test of MLB15.000

### 16.1.2 MLB38.810 Vibration Qualification Test

Tested vibration limits of a 38.81 inch diameter Lightband are shown in Table 16-3, Table 16-4, and Figure 16-2. The Lightband operated nominally after completion of test.

**WARNING:** These vibration levels should not be applied to the Lightband when the Lightband is supporting a substantial mass without carefully considering the effects of resonance and structural impedance. The prescribed environment below is for the Lightband alone. When the Lightband is supporting a structure, engineers must determine how the vibration environment will generate line loading and how much of the Lightband's fatigue life will be consumed.

Freq. [Hz]	ASD [G <sup>2</sup> /Hz]	dB	OCT	Slope [dB/OCT]	AREA	G <sub>rms</sub>
20	0.0260	*	*	*	*	*
50	0.1600	7.89	1.32	5.97	2.51	1.58
800	0.1600	0.00	4.00	0.00	122.51	11.07
2,000	0.0260	-7.89	1.32	-5.97	199.82	14.14

Table 16-3: Previous qualification test vibration limits of MLB38.810

Parameter	Value	Tolerance
Overall [G <sub>rms</sub> ]	14.14	-
Duration per axis [min]	3.00	+10/-0%
Axes tested [-]	X, Y, Z	-
Ctrl tolerance [dB]	-	3.0

Table 16-4: Qualification random vibration test parameters of MLB38.810

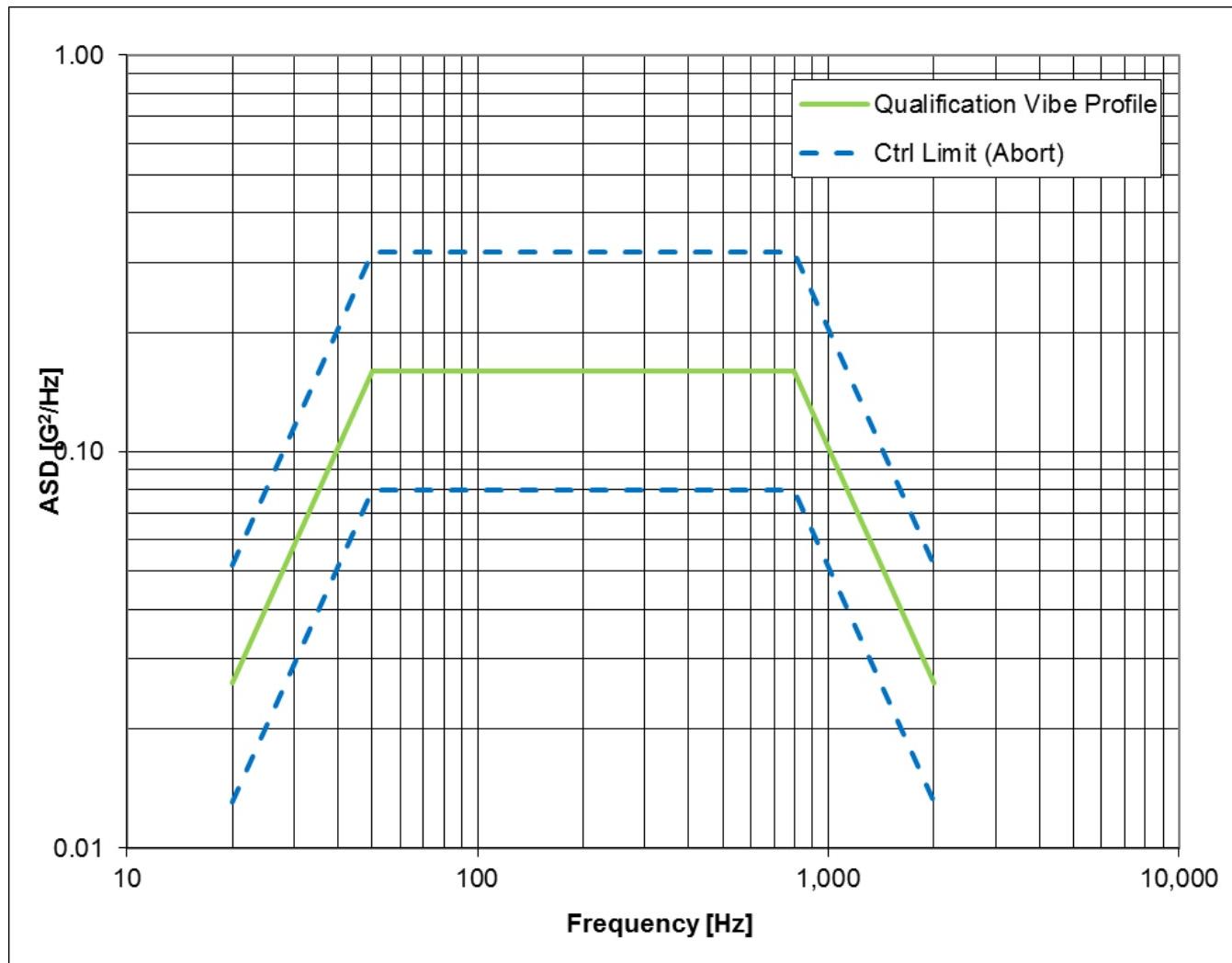


Figure 16-2: Random vibration profile of qualification test of MLB38.810

## 16.2 Thermal Vacuum Qualification Test

Tested thermal vacuum limits of a 15 inch diameter Lightband are shown in Table 16-5. The Lightband operated nominally after completion of test.

Thermal Cycle						
Max Pressure, excluding Bake-out [Torr]	High Temp. [°C]	Low Temp. [°C]	Temp. Tolerance [°C]	No. of Thermal Cycles [-]	Dwell Time at High & Low Temp. [min]	Ctrl. Temp. Sensor Location [°C]
1.00E-04	111.0	-46.0	+/- 4.0	4	10.0	Motor A

Table 16-5: Previously tested thermal vacuum limits of MLB15.000

## 16.3 Strength Qualification Test

Tested strength limits of a 15 inch diameter Lightband are shown in Table 16-6. The Lightband operated nominally after completion of test.

Load Application			Functional test following all load cases			Deflection Gage Placement		
	Load Case 1	Load Case 2	Operation (2)	Voltage [V]	Motor(s) Powered	Gage	Position	Orientation
F <sub>XLB</sub> [lb <sub>f</sub> ]	3,000	-3,000						
F <sub>YLB</sub> [lb <sub>f</sub> ]	0	9,000						
F <sub>ZLB</sub> [lb <sub>f</sub> ]	9,000	0						
M <sub>XLB</sub> [in*lb <sub>f</sub> ]	0	0						
M <sub>YLB</sub> [in*lb <sub>f</sub> ]	-157,500	0						
M <sub>ZLB</sub> [in*lb <sub>f</sub> ]	0	-157,500						
Max. Allowable Load [%]	105	105						

Pre-test Analysis		
Load Case	Max. X <sub>LB</sub> Line Load [lb <sub>f</sub> /leaf] (Axial)	Max. Y <sub>LB</sub> or Z <sub>LB</sub> Line Load [lb <sub>f</sub> /leaf] (Shear)
1	1,875	750
2	1,875	750
Allowable [lb <sub>f</sub> /leaf]	1,880	774
Max Actual [lb <sub>f</sub> /leaf]	1,875	750
Margin [-]	0.00	0.03
Margin = (Allowable/Max Actual) - 1		

Table 16-6: Previously tested strength limits of MLB15.000

## 16.4 Shock Qualification Test

Tested maximum applied shock levels on a 15 inch diameter Lightband are shown in Table 16-7 and Figure 16-3. The Lightband operated nominally after completion of test.

Applied Shock [g]			
Freq. [Hz]	Lower Tolerance	Nominal	Upper Tolerance
100	85	170	338
175	150	299	597
300	425	848	1692
425	425	848	1692
1,400	3000	5986	11943
3,000	3000	5986	11943
3,001	3000	5986	16870
10,000	3000	5986	16870

Table 16-7: Previously tested applied shock levels for MLB15.000

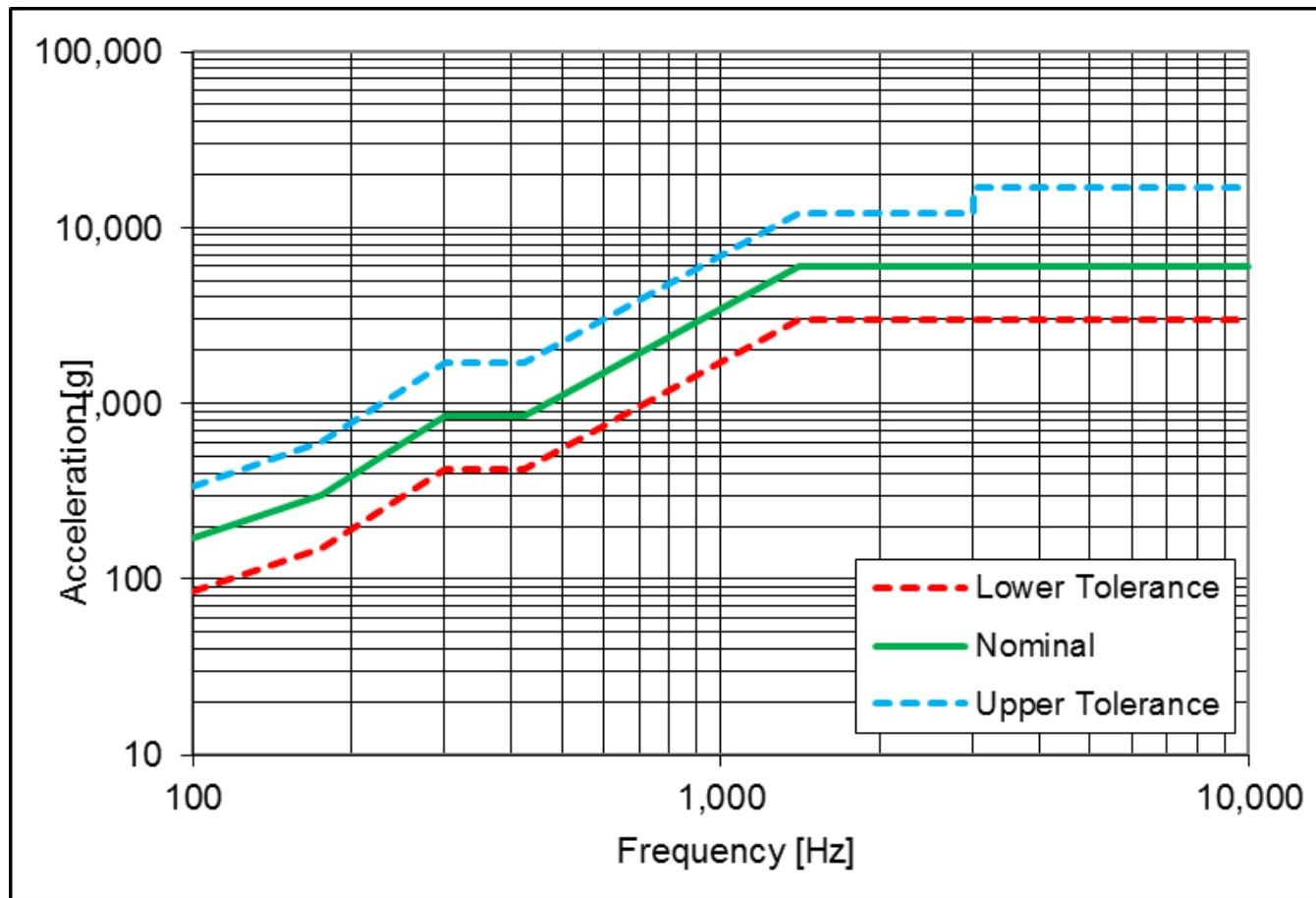


Figure 16-3: Previously tested applied shock levels for MLB15.000

## 17. Lightband Inspection

After each acceptance test, the Lightband goes through a standardized inspection procedure defined in PSC Document *2001066 Mk II MLB Inspection Report*. The purpose of the inspection is to characterize the condition of the Lightband in a consistent and quantifiable manner. Each subcomponent of the Lightband is examined and measured where applicable. The actions of this process are performed by the Test Director and independently verified by another PSC Engineer who acts as quality assurance. Inspections can be performed at any time, not just at the conclusion of a test.

This inspection shall be deemed successful if all of the responses shown in Table 17-1 are "yes". PSC reserves the right to pass a test item if two PSC engineers and either the Chief Engineer or President determine a "no" inspection point is non-detrimental to the future operation of the Lightband. For example: a piece (0.05 x 0.05 inch) of staking comes off during test, but the remaining staking is clearly in place around a fastener head. PSC also reserves the right to fail a test item even if the answers are all "yes" given the same criteria

Section	Item No.	Item Description	Tech Date & Initials	QA Date & Initials	Item Result
MLB	1	Did the Lightband separate?			Choose an item.
Fasteners	2	Are all accessible fasteners in place?			Choose an item.
	3	Are all accessible fasteners tight (can only be loosened with tools?)			Choose an item.
	4	Is the staking on fasteners not delaminated by more than 25% of any fastener's circumference?			Choose an item.
	5	Are the Spring Plunger tips protruding from the Upper Ring by $0.13 \pm 0.03$ inches?			Choose an item.
Upper Ring	6	Do the Separation Connector Pins (if attached) have visually uniform free pin heights (rev C only: and protrude past the profile of the Upper Housing)?			Choose an item.
	7	Does the Separation Switch plunger (if attached) compress and elongate $0.280 \pm 0.040$ inches?			Choose an item.
	8	Is the staking not delaminated?			Choose an item.
	9	Do the Separation Springs measure $2.1 \pm 0.1$ inches in the elongated state?			Choose an item.
Lower Ring	10	Do the Separation Connector Pins (if attached) have visually uniform free pin heights?			Choose an item.
	11	Does the Separation Switch plunger (if attached) compress and elongate $0.280 \pm 0.040$ inches?			Choose an item.
	12	Is the staking not delaminated?			Choose an item.
	13	Do the four Limit Switches change resistance more than $1.0 \text{ M}\Omega$ when depressed?			Choose an item.
Motor Bracket Assy.	14	Is the Lightband free of any yield or damage that prevents nominal operation?			Choose an item.
Yield & Damage					

Table 17-1: Standard inspection of Lightband<sup>30</sup>

<sup>30</sup> Excerpted from PSC document 2001066B.

## 18. Lightband Refurbishment

After a Lightband has been cycled (stow, set-for-flight, & deploy) 60 times, it must be inspected by PSC and considered for refurbishment. The typical refurbishment process is as follows:

- 1) The Lightband is shipped back to PSC.
- 2) Provenance of the Lightband is established. What handling/operation/testing occurred while outside PSC?
- 3) Analysis of handling and testing is performed to establish potential risks and problem areas. For instance, what line loading was experienced in test?
- 4) The Lightband is inspected based on Step 3 results. This could be as simple as a visual examination or a complete tear-down and assessment. Only known non-destructive inspection techniques like dye penetrant analysis are performed.
- 5) A refurbishment plan for the unit based on Step 4 results is created. Examples range from simply re-greasing the bevel gears to replacing all components in the load path.
- 6) The refurbishment plan is executed.
- 7) An environmental testing plan for the refurbished unit is determined. This could be all or a selection of the acceptance tests defined in Section 15 of this document.
- 8) The environmental testing plan is executed.
- 9) The Lightband is shipped back to the customer.

PSC engineers use PSC Document 2002653 *Refurbishment Procedure* to document actions during the refurbishment process.

## 19. Testing and Procedures Performed by Customer

Customers often complete some of these tests and procedures after receiving the Lightband.

Test or procedure	Objective	Remarks and cautions
Fit check to adjoining structures	Verify bolt patterns and clocking	Is the electrical wiring harness attached during this procedure?
Vehicle level vibration test	Verify workmanship and modes	Will the Lightband be overloaded at resonance? Are notching or force limiting methods employed?
Electrical initiation test	Verify the initiation circuit and power system from the launch vehicle will properly initiate the Lightband. Verify adjoining vehicle will receive the proper signal upon separation.	Ensure Lightband operation procedures are being followed by using the latest revision of PSC Document 2000781 MkII MLB Operating Procedure.

Table 19-1: Testing and other procedures



Figure 19-1: Electro-mechanical fit check and a separation test with a Lightband

### 19.1 Designing the Wiring Harness

As discussed in other sections of this document, it is essential to model the wiring harness (which PSC does not provide) to and through the Lightband. The harness can easily weigh as much as the Lightband and substantially obscure access to the Lightband fasteners. It can also interfere with adjoining structures if formed harness radii are not precisely specified. PSC recommends the simplest possible harness design using the smallest quantity of Separation Connectors and switches.

## 20. Ground Support Equipment (GSE)

Several pieces of GSE have been useful to customers in the past. In the cases noted in Table 20-1, PSC can supply production drawings. Generally, PSC neither supplies nor lends-out GSE.

Item	Description	Production drawings available to users?	Graphic
Mass mock-ups with the Lightband bolt pattern.	<p>A structure that has the same mass and center of mass as the payload. Caution: structures such as these tend to exhibit low damping values and at resonance substantially increase response. Force limiting or notching of input may be required to prevent damage. Precise machining is required to meet flatness requirements.</p>	NO	
Transition Ring (PSC Part Number 2000741)	<p>Fastens to the Upper or Lower Ring. Useful to attenuate flatness issues of adjoining structures, allow access to fasteners to Lightband and to allow a Lightband to operate. The Lightband must be attached to an adjoining structure or it will flex too much when stowing.</p>	YES	
Vibration Adapter Plate	<p>The interface between an electrodynamic exciter and the Lightband or a Transition Ring.</p>	YES	
Lightband Controller  Components: oscilloscope, power supply, relay time, & ammeter	<p>Used to stow, deploy, and set-for-flight the Lightband. Requires a cable between the Lightband and the controller with DB-9 connectors.</p>	YES	

Item	Description	Production drawings available to users?	Graphic
Lightband Test Rack	<p>PSC engineers use this in the field to automatically deploy, stow and set-for-flight the Lightband for high value programs. Records each motor's current and voltage at 5,000 samples/second. Calculates power, energy, and duration.</p> <p>Weighs 130 lb.</p>	NO	
Alignment pins	<p>When blind mating is required, these pins add control to the mating process. Note: the Separation Springs already provide this function.</p>	NO	
Lightband Compression Tool (PSC Part Number 4000637)	<p>Overcome the Separation Spring force when the payload is integrated. This can substantially improve the available payload integration options.</p>	NO	
Lightband Stiffness Simulator	<p>Emulates the stiffness of a Lightband</p>	YES	
Crane Compliance Sling (PSC Part Number 2002215)	<p>Allows for axial compliance when mating the Upper and Lower Rings of the Lightband</p>	YES	
Reduced head diameter fasteners	<p>On the MLB 15.000-24 PSC has used 1/4-28 socket head cap screws with the head diameter reduced to 0.340 in. This eliminates the interference fit described PSC Document 2000781.</p>	NO	

Table 20-1: Ground support equipment

## 21. Standard Lightband Delivery Schedule

Time, after receipt of order (ARO) [Months]	1	2	3	4	5	6	7	8	9
Machining									
Inspection and assembly									
Test Readiness Review (TRR)									
Vibration Testing									
Thermal Vacuum Testing									
Separation Reliability Testing									
Ship									

Table 21-1: Typical schedule for non-custom Lightbands

Some Lightbands have been delivered 4 months ARO, however the price is higher. Customers can receive status reports of the above schedule events.

### 21.1 Standard Lightband Deliverables

The standard items delivered to the customer are:

1. The Lightband(s)
2. The production log (provides detailed traceability of parts, procedures and other materials)
3. Copies of all as-run test procedures and reports
4. Certificate of conformance
5. Training on Lightband operation

Whenever a Lightband is required that is different (i.e. requires custom features, additional testing, different procedures, different compliance documents, etc.) from one presented in this document it is by definition a customized product. In this case PSC will present the following schedule and terms and conditions.

Prospective users should be aware that the cost and schedule of customized Lightbands is often substantially greater than the standard product presented in this document.

Item	Description	Deliverables from PSC	Preferred Contract Type
Phase I	Complete specification of the customization	-Assembly drawings -All test procedures -Custom tooling -Manufacturing and test schedule -All success criteria -Anomaly reporting	Cost plus fixed fee or time and materials
Phase II	Build and test Lightbands to Phase I	- Lightbands - Test results	Firm fixed price
Any change to Phase I	Any "to be determined" or any change in requirements that exceeds specifications in Phase I	-Modifications for hardware, procedure, schedule, etc.	Cost plus fixed fee or time and materials

Table 21-2: Customization schedule

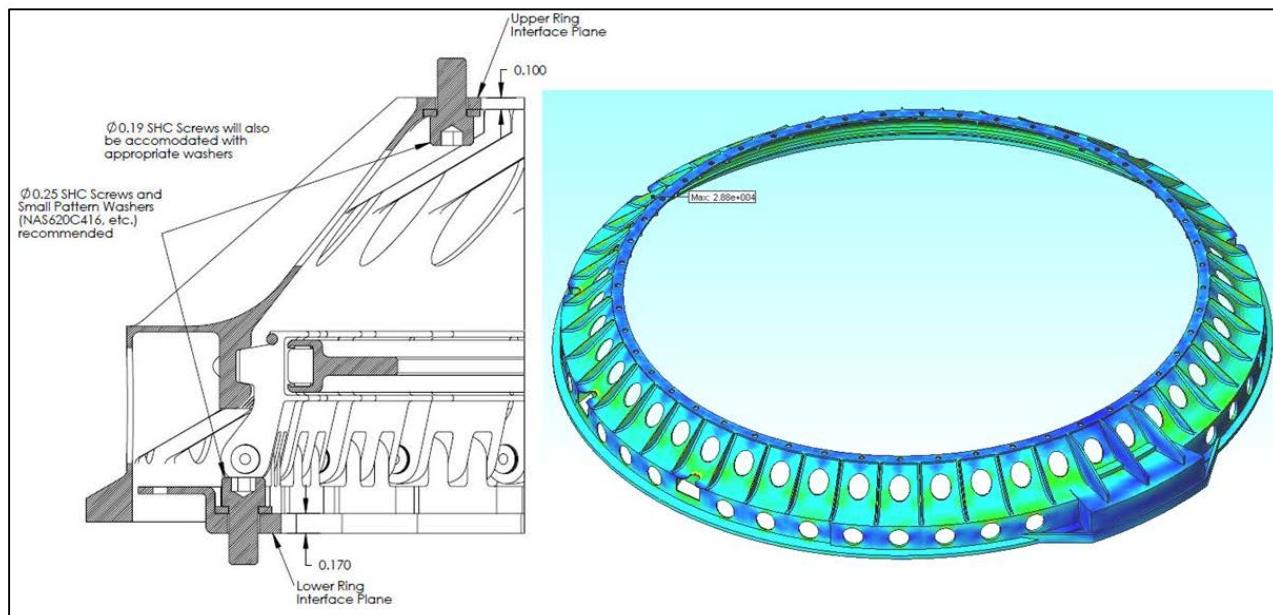


Figure 21-1: Custom work example: modified Upper Ring for an MLB31.600 Mk II used on the IBEX program

## 21.2 Lightband STEP Files

STEP files of Lightband assemblies can be made available to prospective users and customers. These include models of the Lightband deployed and stowed. These models allow the generation of unique spring, Separation Connector and switch configuration. PSC reserves the right to move spring locations to satisfy rotation rate requirements when PSC completes separation reliability testing on flight Lightbands.

## 21.3 Assembly drawings

PDFs of assembly drawings can be made available to customers.

## 21.4 Finite element models of Lightbands

PSC has developed test-verified finite element models (FEM) of Lightbands. Contact PSC for further information.

## 22. Purchasing a Lightband

Lightband prices are listed on the GSA Schedule. Contact PSC directly to receive the most up-to-date prices. Standard payment schedules are shown in Table 22-1. See Section 9 for information on selecting and specifying a Lightband to best meet your mission's requirements.

Event	Payment [%]
Receipt of order	50
Build complete review (BCR) completion	25
Shipment	25

Table 22-1: Standard payment schedule

## 23. Lightband Training

Lightband training for up to 5 users at PSC's facility is included in the price of the Lightband. Operation of the Lightband by any customer personnel is prohibited until he or she has received training. The training session lasts approximately 4-8 hours and can be performed at another location at an additional cost.

The importance of the training session cannot be overstated. In addition to learning how to operate the Lightband, customers will be able to discuss their expected integration scenario. PSC's trainers will help uncover any unforeseen issues during integration and discuss all possible solutions. By having this discussion ahead of time, customers will streamline the Lightband integration process and prevent expensive program delays.

At a minimum, the following topics will be covered during the training session

- How the Lightband works
- Best practices
- Warnings and warranty violation items
- Required materials
- Handling precautions
- Mechanical attachment procedure
- Stowing procedure
- Setting-for-flight procedure
- Deploying procedure
- Removal from adjoining structure procedure
- Horizontal integration procedure (if applicable)
- Mission assurance verifications
- Customized discussion of mission integration details to improve efficiency
- Any other topics desired by the customer

## 24. Packing, Shipping and Unpacking Methods

PSC Document 2000827 *Procedure to Pack and Unpack Mark II MLB* defines the methods to pack and unpack the Lightband from its shipping container.

Graphic	Description
	The Lightband is shipped in the deployed state. Stand-offs are used to hold the Upper and Lower Ring separated.
	The Lightband is prepared for shipment. Each Lightband is shipped in custom-designed protective case dedicated for that particular unit. The rugged case is reusable.
	The Lightband is wrapped in two bags. Desiccant packs are placed in the inner bag. Orientation of the Motor Bracket is marked on the outside of the bags.
	Composite foam shapes encapsulate the Lightband inside its case.
	The case is sealed with Lightband and documentation inside. The contents are indicated on the outside of the case.
	The shipping service is FedEx - Next Business Day. Shipping weight varies by Lightband size.
	Customer receives Lightband and unpacks IAW with PSC Document 2000827 <i>Procedure to Pack and Unpack MLB</i>

Table 24-1: Packing, shipping and unpacking method

## 25. Storage Requirements

Store the Lightband in a sealed enclosure in relative humidity of less than 95% at temperatures between 0 and 50°C. If possible, store the Lightband in the deployed state; PSC ships in this state as well. The Separation Springs do not creep due to long term storage and the Lightband can remain stowed and ready for separation. The shelf life is estimated to be 20 years.

The most extreme storage environment a Lightband has been exposed to was on the STS-116 and STS-127 missions. In those cases, six Lightbands were on-orbit for more than two weeks after sitting on the launch pad for several months. The uncontrolled thermal cycling, about 250 cycles from -25 to +70°C at  $10^{-9}$  Torr in the shuttle bay, is estimated to be an extremely rigorous verification of the Lightband's capacity to operate after long term storage.

In another example, a MkII Lightband on the STP-S26 mission remained stowed on-orbit for more than 90 days because of a satellite communication issue. Upon receiving the 3 month late separation signal from the final stage, the Lightband separated nominally.

## 26. Procedures, Documents and Publications

Procedures and Documents
2000527 Procedure for Shield termination and Separation Connector installation to the Lightband
2000541 Lightband Stiffness
2000562 Thermal Resistance Test
2000715 Thermal Vacuum qualification of Motor Assembly
2000770 MLB FMEA
2000781 MkII MLB Operating Procedure
2000827 Procedure to Pack and Unpack Mark II MLB
2000849 MLB Materials and Surface Finish List
2000867 Lightband Retaining Ring Preload Recommendations
2001025 Separation Connector Data Sheet
2001066 MKII MLB Inspection Report
2001071 Spring Energy and its Variation
2001097 Line Load, Velocity, and Tip-off Calculator
2002159 Lightband Compression Tool Operating Procedure
2002204 Separation Switch Data Sheet
2002319 Lightband Loading Capability Proof Test
2002286 MkII MLB15.000-24 Analysis
2002305 MLB15.000-24 Shorted Motor TVAC Test Plan
2002319 Lightband Loading Capability Proof Test
2002653 Refurbishment Procedure
3000221 EMI Switch Shield Termination and Attachment Procedure
Reference Publications
Lightband As Enabling Technology AIAA-RS2 2004-7005
Multi-Payload Integration Lessons Learned from Space Test Program Mission 26, Proceedings from the 25 <sup>th</sup> Small Sat Conference
SSC06-IX-7 Lessons Learned Developing Separation Systems For Small Satellites
Automating Separation System Testing, Proceedings of the 36 <sup>th</sup> Aerospace Mechanisms Symposium, Glenn Research Center, May 15-17, 2002
Lessons Learned Designing A Spherical Satellite Release Mechanism, 39 <sup>th</sup> Aerospace Mechanisms Symposium, Huntsville Alabama, May 2008
Criteria for Preloaded Bolts, NSTS 0837 Rev A, July 6 1998

Table 26-1: Procedures, Documents and Publications

## 27. Warranty

The Lightband warranty is defined in *PSC Document 1001015 Warranty MLB*.

## 28. Glossary

- **ARO:** After receiving order
- **Bench-top testing:** A separation test of the Lightband on a bench top. Rate and velocity information are not recovered.
- **Build Complete Review (BCR):** Verify product assembly is complete (and hence ready for test). This includes bench-top separation.
- **CM:** Center of mass
- **CTE:** Coefficient of thermal expansion
- **Electro dynamic exciter (EDE):** A machine used to apply vibratory loading.
- **EMF:** Electromotive Force
- **End Item Data Package (EIDP):** As run test plans, production log and certification.
- **Engineering development unit (EDU):** A Lightband designated for use on the ground to allow engineers to use flight like hardware. EDU are not exposed to standard testing, they only receive several bench-top separation tests prior to delivery
- **FEA:** Finite element analysis
- **Flight Unit:** A Lightband designated for use as a hardware that will fly into space. Flight units are exposed to standard testing prior to delivery
- **FMEA:** Failure modes and effects analysis
- **GSE:** Ground support equipment
- **IAW:** In accordance with
- **Lightband Compression Tool (LCT):** Assemblies used to safely mate the Upper and Lower Rings together.
- **MBA:** Motor Bracket Assembly
- **NBE:** Narrow bandwidth exceedance
- **Nominal Operation:** Separation of the Lightband at  $23\pm10^\circ\text{C}$  with both motors at  $28\pm4$  V.
- **Product Build Specification (PBS):** A summary document of requirements for testing and subsystem configuration (springs, switches, connectors).
- **SCC:** Stress corrosion cracking
- **Set-for-flight:** Moving the Ball Nut from the stow endplate to the deploy end plate. This relatively low power operation significantly decreases the time to initiate by reducing the distance the Ball Nut needs to travel to initiate.
- **SRS:** Shock response spectrum
- **Stow:** To join the Lightband by operating the motors until a stow Limit Switch opens a circuit
- **Test Readiness Review (TRR):** Verify test plans meet PBS
- **Time to initiate:** Power on until any deploy Limit Switches first opens a circuit
- **Time to deploy (or separate):** Power on until a loop-back in a Separation Connector opens a circuit. This corresponds to about 0.130 inches of travel in the  $X_{LB}$  direction.
- **Test Complete Review (TCR):** After each test, the meeting that is held to review the results of the test. The outcome of the meeting is to deem the test a success or failure. At a minimum, two PSC engineers and either the Chief Engineer or President must attend.
- **TML:** Total mass loss
- **WRT:** With respect to

## **29. Acknowledgements**

PSC would like to thank Mike Froelich of Ball Aerospace and Greg Rahal of Orbital Sciences Corporation for their many constructive suggestions and patience with several of the anomalies PSC encountered as the Lightband attained its present maturity.